

R E P O R T

OF THE

INVESTIGATING COMMITTEE

OF THE

NORTHERN RAILROAD

TO THE STOCKHOLDERS,

MAY, 1850.

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CONCORD:

PRESS OF ASA McFARLAND.

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R E P O R T .

To the Stockholders of the Northern Railroad:

At the annual meeting of the Stockholders of the Northern Railroad, holden at the Depot Hall, in Concord, N. H., Wednesday, May 23, 1849, at eleven o'clock in the forenoon, the following resolution and votes were passed, to wit:

Resolved, That a Committee of three be raised from the Stockholders, to act independently of the Board of Directors, who shall have the right to examine into all the past and prospective concerns of the Northern Railroad, as often as they may deem it expedient; visit the different stations, all the offices, Treasurer's and Superintendent's books and papers, and question those in the service of the Company in regard to their various duties, compensation, &c.; and, in short, shall have every necessary facility for a thorough understanding of the affairs of the Corporation, and report their views and opinions at the next annual meeting, or at any special meeting, to be called by the Clerk at the request of the Committee.

Voted, That Benjamin Adams, Asa Fowler, and John A. Burnham, Esquires, be said Committee of Investigation.

Voted, That the Committee of Investigation, this day appointed, furnish to each of the Stockholders of this Corporation a printed copy of their Report.

Voted, That the Committee of Investigation be authorized to fill any vacancy that may occur in said Committee."

John A. Burnham, Esq., having declined acting upon the committee thus appointed,—at a meeting of the remaining members of the Committee, June 14, 1849, Levi H. Marsh,

Esq., of Boston, was chosen to fill the vacancy occasioned by the refusal of Mr. Burnham to serve.

Benjamin Adams, Esq., having subsequently resigned his place upon the Committee, in consequence of sickness and death in his family,—on the 30th November, 1849, Reuben Richards, Esq., of Boston, was appointed to fill the vacancy occasioned by his resignation.

Thus constituted, your committee have endeavored to discharge the duty assigned them, with as much diligence, fidelity and exactness, as their own prior engagements permitted and the interests of the Corporation seemed to them to demand.

Immediately upon his appointment as a member of the Committee, Mr. Marsh was chosen Clerk, and at once entered upon a minute and thorough examination of the books, vouchers, and other papers in the office of the Treasurer of the Corporation, assisted by Mr. George S. Harris, the competent and efficient Clerk of the Treasurer, to whom the Committee have been much indebted for aid in their examination of the various accounts. From the necessity that existed, in transacting the ordinary business of the office, of frequent and almost continual reference to the books in the early part of the day, Mr. Marsh was compelled to perform the greater part of the labor of his examination in the afternoons. This, of course, extended the period occupied in the work beyond what would otherwise have been necessary, although no small portion of the intervals of labor was profitably employed in arranging, digesting and verifying the results of previous investigation.

Mr. Marsh was occupied upon the books and papers in the Treasurer's office one hundred and sixty-three days and parts of days, during which he carefully examined and compared, as well the stock accounts of the Northern and Franklin and Bristol Railroads, making full and complete lists of the

stockholders therein, with the number of shares owned by each, and the amounts paid and still due thereon, as the cash accounts of the late Treasurer, and all the vouchers and entries for receipts and expenditures, from the commencement of both enterprises until the present time. When they consider the amount of money that had been received and disbursed, and the multiplicity of vouchers and entries involved in the expenditure of millions of dollars, and are informed that all the accounts were more or less irregularly and immethodically kept, and contained frequent errors, mostly of small importance, but yet extremely troublesome in the aggregate, the members of the Corporation cannot fail to appreciate the degree of industry, labor and perseverance which persisted in pursuing to its completion a task so arduous and difficult in execution.

Besides a full and protracted examination of the books and papers in the Treasurer's office, the Committee have examined the books and method of keeping accounts in the office of the Superintendent, including the Passenger and Freight Departments, and devoted such attention as they deemed necessary to an inspection of the road and other property of the Corporation. They passed from Concord to White River and Bristol, stopping at every station, and all intermediate points of interest, taking a critical survey of all the property of the Corporation, and all interesting or important localities on the route. They have devoted considerable time to a consideration of the number, wages and services of the officers and men employed by the Corporation, and the manner in which its financial affairs are and have been managed, and its accounts kept. They have inquired into the expenses of the different departments of the road; endeavored to investigate some alleged abuses in the former management of the Corporation; to ascertain its present standing and prospects; and present to the Stockholders such statistical and other information as

will give them a just and correct view of the condition and value of their investment in its funds.

During the whole period of their appointment, and in every portion of their labors, the Committee have received from the Directors and other officers of the Corporation every desired facility. Free access has been had to all the books and papers of the several offices, and every required explanation has been freely and fully given. To the Treasurer and Superintendent the Committee are under particular obligations for reports and statements embraced in the Appendix hereto—a large portion of which they are confident must be interesting as well as satisfactory to the Stockholders.

In order to present, in a more distinct and intelligible manner than could otherwise be done, the several matters to which their attention has been directed, the Committee have arranged them under appropriate heads.

Corporate Existence and Power.

The existence and powers of the Northern Railroad, as now constituted, are based upon the following Acts of the Legislature and Executive of New-Hampshire, and proceedings of the Corporation:

“An Act to incorporate the Northern Railroad,” approved Dec. 27, 1844.

“An Act to incorporate the Franklin and Bristol Railroad,” approved July 8, 1846.

“An Act to unite the Franklin and Bristol Railroad with the Northern Railroad,” approved Jan. 1, 1849.

Both the original corporations appear to have been properly organized under their respective charters, and subsequently to have complied with the requirements of the act of Jan. 1, 1849, providing for a union of the two corporations in one. Both corporations regularly adopted the law of New-Hampshire, entitled “An act to render railroad corporations public in certain cases, and constituting a board of railroad commis-

sioners," approved Dec. 25, 1844, whereby they became public corporations and subject to all general laws of that State relating to railroads. Under the provisions of that law and its modifications, both roads were duly laid out by the Railroad Commissioners, the land damages appraised and paid, the reports of the Commissioners accepted and approved, as required by law, and leases granted by the Governor, with advice of Council, for the term of two hundred years. The lease to the Northern Railroad is dated June 2, 1847; that to the Franklin and Bristol Railroad, Dec. 4, 1847.

The records of the Corporation are neatly and correctly kept, and all proper measures seem to have been taken to give and perpetuate its legal existence.

From the consideration that so much depends on the preservation of the records of the Corporation and the Directors, and their great liability to loss or injury, in being kept, sent and conveyed by the Clerk from place to place, the Committee recommend that the past proceedings be transcribed, properly authenticated, into a suitable book prepared for the purpose, which shall remain constantly in the safe in the Treasurer's office, and that hereafter the Clerk be required to make duplicate records of all proceedings, in the book kept by himself and in that deposited in the Treasurer's office.

Capital Stock.

By the Charter, the capital stock of the Northern Railroad consisted of fifteen thousand shares, of one hundred dollars each, with authority to create additional shares, if more money were needed to complete the road, which authority was subsequently exercised by the Directors in the progress of the work.

There appeared by the Treasurer's books, on the 30th June, 1849, to have been issued by the Northern Railroad, and to be then holden by 2219 stockholders, 26890 shares of stock, 873 of which were for the Franklin and Bristol Railroad, leaving 26017 as issued for the Northern Railroad.

At par 26017 shares would amount to \$2.601.700

On these shares there appeared to have been
paid in, including discount for stock sold at less
than par, - - - \$2.594.623 25

And to be due thereon from

37 stockholders, - - 7.122 25 \$2.601.745 50

Showing an excess of - - - \$45 50

to be ascertained.

The capital stock of the Franklin and Bristol Railroad was fixed by the Charter at two thousand shares, of one hundred dollars each. There appeared by the Treasurer's books, at the period of examination in November, 1849, to have been sold of this stock, 1662 shares ; to have been subscribed for, but not taken, 6 shares ; not subscribed for, 332 shares.

At par 1662 shares amount to - - \$166.200 00

On these shares appeared to have been paid,
including discount, - - \$162.359 90

And to be still due - - 3.500 00 \$165.859 90

Leaving a deficit of - - - \$340 10

Of this balance, \$300 principal, and \$14.30 interest thereon, were promptly paid over to the Treasurer of the Northern Railroad by Thomas H. Russell, Esq., the former Treasurer of the Franklin and Bristol Railroad, leaving \$40.10 and interest only to be accounted for.

The actual capital of the Northern Railroad may then be stated thus :

26017 shares of original Northern Stock, at par,

\$2.601.700

1662 shares originally Franklin and Bristol Stock

at par, - - - - - - 166.200

Making an aggregate of 27679 shares, and of capital stock,

ital stock, - - - - - - \$2.767.900

Five shares have since been taken, increasing the number of shares to 27684 and the aggregate capital to - - - - - \$2,768,400

In the Appendix will be found a detailed statement of the number, residence, and amount of stock of the stockholders of the Northern Railroad on the first day of April, 1850. From this it will be seen that 10432 shares, amounting to \$1,043,200, were owned by 1087 stockholders resident in New-Hampshire ; 13964 shares, amounting to \$1,396,400, by 760 stockholders resident in Massachusetts ; 266 shares, amounting to \$26,600, by 19 stockholders in Maine ; 548 shares, by 23 stockholders resident in other States and countries, and 2474 shares by 315 stockholders whose residence is not given upon the books of the Corporation.

Accounts of the late Treasurer.

As previously stated, the Committee found less of method, regularity and accuracy in the books and accounts of the late Treasurer, generally, than would seem desirable in a large and important, or even in any corporation. Those of the late Treasurer of the Bristol Road wanted the regularity and method which experience might have given, and contained occasional errors, but were much less deficient than those of the Northern Road. In these latter, errors more or less important were early discovered, and a considerable deficiency of cash, represented to have been on hand when the late Treasurer left the office, came to their knowledge. There appeared also to have been considerable sums of money in the treasury from time to time, for the use of which no interest was credited upon the books of the Corporation. Indeed, it was a matter of much difficulty to ascertain, from the accounts, what loans of money had at any time been made, to whom, and for what rate or amount of interest.

The existence of these errors, and the apparent balance due from the late Treasurer, having been communicated to

the present Board of Directors, on the 23d of November last they appointed a Committee of their own number to settle with Mr. Carruth. The chairman of that Committee subsequently notified him of their appointment, and from his reply it was deemed proper that your Committee should communicate in writing the result of their investigation, as far as it had then proceeded, to the Committee of Directors. This was accordingly done upon the 8th of March last, and will be found in the Appendix, page 47. It will be seen that in that communication they stated the balance appearing to be due from Mr. Carruth, for deficiency of cash, sundry errors, and interest thereon, at \$5048.30. They also stated an account of interest for money on hand and supposed or known to have been used by him, amounting to \$798.99; but as there were no particular means of accuracy in computing the items of this account, and as Mr. Carruth insisted that he had used the money with the assent of the Directors, to purchase stock for the supposed benefit of the Corporation, they did not report the same as actually due from him.

This communication to the Committee of the Directors was by them presented to Mr. Carruth, whereupon a correspondence ensued, which, together with a letter from Mr. Carruth to your Committee, will be found in the Appendix. It is sufficient here to remark, that Mr. Carruth made a claim against the Corporation, for commissions and extra services, much larger than the balance then reported as due from him to the Corporation, and proposed to submit the adjustment of these mutual and conflicting demands to the decision of referees selected by the parties. To this proposition the Directors have not yet assented.

The principal items of Mr. Carruth's account against the Corporation are understood to be charges of $2\frac{1}{2}$ per cent. commission for endorsing and guaranteeing \$446,413 37 of the notes and other paper of the Corporation, to enable him to obtain money, amounting to \$11,160 33. Some of

these notes were payable on demand, and one of them was for \$50.000, payable to the Concord Railroad.

Inasmuch as Mr. Carruth proposes to refer the decision of his claims to another tribunal, it would hardly be proper for us to express any opinion of their merits or demerits. It is certainly remarkable that a corporation whose funds were supposed to be so abundant, should have been compelled at the period of Mr. C.'s charges to borrow so much upon endorsed paper.

Since the date of their report to the Board of Directors, your Committee have carefully examined the account of iron imported for the Franklin and Bristol and other roads, in 1848, (inserted in the Appendix, page 53,) and do not find that the amount of duties on 200 tons of iron, subsequently sold to the Norfolk County Road, has been credited to the Corporation. If we are not mistaken in our examination, the amount of these duties — \$2608.69, or as entered, \$2608.45 — should be added to the sum of \$5048.30, before reported, making a balance to be accounted for by Mr. Carruth, of \$7656.75.

It does not appear by the books or records, so far as we have been able to discover, that Mr. Carruth had any authority to purchase the 220 tons of iron which were subsequently sold by him to the Norfolk County and Nashua Roads, at \$53 per ton, when it cost about \$67.50 per ton. By a vote of the Directors of the Franklin and Bristol Road, passed on the 3d June, 1847, Messrs. Carruth and Russell were authorized to purchase the iron necessary for that road, which seems to have been 1200 tons; and by a vote of the Directors of the Northern Road, passed July 30, 1847, Mr. Carruth was authorized to purchase 200 tons for their road. It appears that 1800 tons were ordered; 1200 tons for the Franklin and Bristol, and 600 tons for *other roads* with which Mr. Carruth was connected; and 1441 tons ^{were} received and paid for, although purchases had previously been made in this country, so that only 1200 tons were needed. If the pur-

chase of the extra quantity of iron were unauthorized, it might be difficult to perceive why Mr. Carruth should not bear the loss of about \$14.50 per ton on the 220 tons sold, amounting to \$3.190, instead of the Corporation; thus increasing the amount due from him to \$10.846 76, without adding the interest account of \$798 99, or any thing for commissions received, as shewn under another head.

In regard to the errors and deficiencies in Mr. Carruth's accounts, it will be seen that he asserts them to have been purely accidental, and such as would almost necessarily occur in the great amount and extreme hurry of business, and through the negligence of himself or his clerks. This is undoubtedly true of most of them; and indeed the Committee have no disposition, and do not impute, any intentional wrong. They present in the Appendix Mr. Carruth's correspondence, state what appear to them facts, and leave every stockholder to form his own opinion. They know Mr. Carruth made great exertions to sustain the reputation and advance the interests of the Corporation, and most sincerely do they regret the existence of the errors and discrepancies in his accounts to which allusion has been made.

COMMISSIONS.

In the course of their examination of the books, accounts and vouchers in the Treasurer's office, your Committee found that during the construction of the Northern and Franklin and Bristol Roads, there had been paid as commissions, for the purchase of iron for the track, the following sums:

| | | |
|-----------------|--|-----------------|
| 1846. April 20. | Northern Railroad paid Addison Gilmore | |
| | | \$294 19 |
| " Oct. 3. | | 807 60 |
| " Dec. 14. | | 2474 56 |
| In all, | | <hr/> \$3576 35 |

These sums were paid to Mr. Gilmore under an engage-

ment entered into by virtue of the following proceedings of the Directors :

“Jan. 20, 1846. At a meeting of the Directors, holden at the office of the Concord Railroad in Boston, duly called by the President : present Messrs. Nesmith, Carruth, Wildes and Fisk—

Voted, That Messrs. Russell and Wildes be a committee with full power to contract with some person to import, or purchase in this country, not exceeding 3000 tons of suitable iron rails for the Northern Railroad.”

“Feb. 24, 1846. At a meeting of the Directors—present, Messrs. Nesmith, Carruth, Wildes, Spalding and Russell :

Voted, That the committee appointed at a meeting of the Directors holden the 20th January, 1846, to purchase iron, be authorized to contract with some one to purchase iron for the whole road.”

The committee, thus appointed and authorized, employed Mr. Gilmore to purchase the iron, and for so doing he received a commission of $1\frac{1}{4}$ per cent.—one half the sum ordinarily paid as commissions in other business. Mr. Gilmore states, that it was understood between himself and the Directors that the sums he received as commissions were in fact compensation for services he had rendered in obtaining subscriptions to stock, and in relation to other matters preliminary to the organization of the Corporation and the location and construction of the road. Mr. Gilmore's services were undoubtedly valuable, and the amount received only an adequate remuneration therefor ; still, we think it would have been better that his bill should have been presented and allowed in the ordinary form and manner.

In computing Mr. Gilmore's commissions, there appears to have been a clerical error in the bill of Dec. 14, 1846. The quantity of iron named is 2239 tons 18 cwt., at \$85, amounting to \$190,391 50 ; but amounting, as computed in the bill, to \$197,965. The commission of $1\frac{1}{4}$ per cent.

on \$190.391 50 is \$2379 89, while it is charged in the bill on \$197.965, amounting to \$2474 56; difference and apparent error, \$94 67.

On the 26th August, 1848, the Franklin and Bristol Railroad paid N. Carruth and C. T. Russell a commission of 2½ per cent. on cost of 1200 tons iron imported for that road, \$1839 60. This latter sum was paid under a vote of the Directors, passed June 3, 1847, and to be found, with memoranda of the accounts and correspondence, on pages 53—56 of the Appendix. It will be seen from the correspondence, and fully appeared in our examination in the Treasurer's office, that this iron was purchased on the credit, being ordered by Mr. Carruth as Treasurer, of the Northern Railroad, and paid for with the money of the Northern and Franklin and Bristol Railroads. Mr. Russell states very frankly that he had nothing whatever to do with its importation, and did not expect to have; and says it was understood he was to receive this commission as a consideration for leaving his private business and attending to the affairs of the Bristol Road, without receiving a salary equivalent to the service he rendered and the loss he experienced from entering upon the employment.

As Mr. Carruth was at this time Treasurer and Director of the Northern Road, and should have been, if he were not, in the receipt of an adequate salary; and Mr. Russell was also receiving pay as President and Director of the Franklin and Bristol Road, and Director of the Northern Road, the justice and policy of this allowance may well be doubted. To permit salaried officers to receive extra pay in this way, especially when they use only the money and credit of their employers in transacting business, cannot but be wrong in principle, unjust and unequal, and therefore pernicious in practice. At all events, it would be no more than fair that Mr. Carruth's portion of this allowance should go in offset to his claim of compensation for extra services made to the Committee of Directors.

By a vote of the Directors of the Franklin and Bristol Railroad, Feb. 28, 1848, their Treasurer was authorized to sell 400 shares of their capital stock at not less than \$90 per share. Subsequently, 300 of those shares were transferred to Mr. Carruth, who gave his memorandum note for them at \$90 per share, and paid cash as the stock was sold by him from time to time.

Facts have been stated to your Committee tending to show that, when the vote authorizing the sale of this stock was adopted, it was understood, by a portion at least of the Directors, that the 300 shares should be placed in Mr. Carruth's hands, to be sold by him for the benefit of the Corporation, and that in violation of this understanding they were purchased at \$90 and afterwards sold out by him on his own account at a profit in all of some \$900 to \$1000. Not perceiving any advantage likely to result from an inquiry into the transaction, inasmuch as the vote authorized the Treasurer to sell and he actually sold the stock to Mr. Carruth for \$90 per share, your Committee neglected to pursue the investigation so as to be able to give any opinion in relation to it.

SALARIES.

Among the subjects indicated in the resolution for their appointment, as deserving the special consideration of your Committee, was that of the number, services and compensation of the persons in the service of the Corporation. It has accordingly received a proper share of attention. By personal inquiries of the officers and men, by personal observation and frequent inspection of the labors of the most numerous class of servants, they have endeavored to ascertain whether any and what reduction could be made in the number and salaries of the employees of the Corporation. The great question with them has been, whether the wages paid by the Northern Railroad can be profitably and advantageously reduced while other roads maintain the existing prices for labor; and if not, whether the services of any portion of

the men now employed by the road can be dispensed with without detriment to the best interests of the Corporation.

The result has been a strong and abiding conviction, that, with rare exceptions, the compensation now paid is only a fair equivalent for the services performed, and only furnishes an adequate means of support to the persons employed and their families. In a very few instances, we are inclined to believe, the number of men might be safely reduced, as at stations where the amount of business has greatly diminished, and perhaps in a few others cheaper hands might well perform the duties of those with larger pay. Still, we are confident any attempt at a general reduction of the wages, or any considerable diminution of the number of men employed, would be disastrous. It would inevitably be followed by a loss of the best qualified and most competent, who would go where better wages and easier work offered, and a supply of their places with ignorant, unskilful and unprofitable men. Where life and property are so easily jeopardized, and a single accident, resulting from the unskilfulness of an inexperienced or the recklessness of an incompetent servant, might in one hour cost the Corporation more than would be sufficient to pay the entire force upon the road for a whole year, it would be miserable economy to reduce the pay, so that none but the inexperienced, the unskilful and the reckless could be induced to serve.

In the Appendix, page 33, will be found the names, residences, occupation and salary of all the officers and men in the employ of the Corporation on the 30th ult. Besides these, others are occasionally employed by the day in repairing the road, or performing any extra work required by the exigencies of the occasion.

During the year some reduction has been made in the pay of most of the men upon the road, and the services of quite a number—one or more of them with considerable salaries—have been dispensed with altogether, or imposed upon others for a slight increase of pay. By a new con-

tract with the Boston and Lowell Road, the loading and unloading of freight at Boston have been assumed by that corporation for a fixed compensation per ton, whereby the employment of twenty or more men at that end of the route has been discontinued, to the mutual benefit, as we apprehend, of both corporations.

The business of regulating the number and wages of the men employed upon the road can safely be entrusted only to the sound judgment and discretion of those who are annually selected to watch over and protect the interests of the Stockholders, and of such agents as they may designate for the purpose, whose daily familiarity with the duties and capacities of each individual will enable them to determine the value and importance of the services rendered by him to the Corporation. Any attempt at interference by those unacquainted with those duties and capacities, and hence incapable of appreciating their actual worth, would be worse than useless—must be positively injurious.

STAGING.

Perhaps nothing has been more complained of and discussed upon its line, by the enemies of the Northern Railroad, than the loss alleged to have unjustifiably accrued from the running of stage coaches to and from Franklin and Bristol; and your Committee have therefore endeavored to ascertain the facts in relation to this business.

In the Appendix, page 44, will be found a statement of the Superintendent, certified by Messrs. Burnham and Corning, two of the stage proprietors referred to, giving a brief but explicit narration of the views and feelings which dictated the course resorted to in this matter. Had the result proved even more disastrous in a pecuniary point of view than it did, it was hardly in human nature, under the circumstances of the case, to have avoided the measures pursued. However impolitic or inexpedient, it is perfectly nat-

ural, when others threaten wrong or injustice, to attempt to prevent it by all justifiable and proper means. And this your Committee are satisfied was all the Northern Railroad did in the case. When it was found that their interests were likely to be prejudiced by a diversion of the means of conveyance from their accustomed location, and a consequent diversion of the public travel, for the accommodation of a rival and hostile road, they assumed the responsibility of interfering to prevent the change. They contracted with the owners of stage property to continue its use as heretofore, and guaranteed them against loss in so doing. To have done less than this, would have been pusillanimous and niggardly; to have done more, might have savored of retaliation and revenge.

It will be seen that the whole amount of loss claimed by the stage proprietors was \$8386 06. Deducting from this sum the amount received from passengers, \$5371 37, there has been sustained by the corporation a nominal loss of \$3014 69. The Superintendent states that the corporation are now in no way interested in running stage coaches at any point, and no further expenditures of the kind are anticipated.

Free Tickets.

The attention of your Committee has been directed particularly to the subject of free passes during the period of their appointment. In the Appendix, page 43, will be found a detailed statement, from information communicated by the Superintendent, of the number and classes of persons who have passed over any portion of the road without charge for fare during the last year. This statement has been prepared from the daily reports of the conductors, who are furnished with printed cards for the purpose, and required, at the close of each trip, to report in writing the names and business of every person passing free in the cars, with the places from and to which such person was conveyed. This duty the

Committee are glad to find has been promptly and faithfully complied with, and the result is before the Stockholders in the detailed statement to which they have referred, showing the whole number of free passers for the year to have been 2926, of which 1044 were Directors and other persons in the employment of the Corporation, and 174 persons having business therewith.

In regard to the free ticket system, upon which so much discussion has taken place within a few years past, the Committee would only remark, that while they are aware that it is extremely liable to abuse, and has been and still is greatly perverted, they are satisfied it must be tolerated to some extent, until there shall be a general movement of all the railroads in New-England to suppress and abolish it. They are of opinion that, if judiciously and discreetly employed, it may be made to subserve the interests of the Corporation, by increasing and facilitating the business of the road, until such period as all roads shall unite in abandoning it. But it should never, in their judgment, be extended to the families of the officers of our own Corporation, much less to those of persons engaged in other and oftentimes rival and hostile enterprises. When the Presidents, Superintendents, or other officers of railroads, shall not receive for their services sufficient compensation to enable them to pay the fare of their wives and children when travelling for pleasure or upon business, they had better seek other employment, rather than impose the burden of the travelling expenses of their families upon stockholders, whose only resource for the funds requisite to defray the necessary charges of living, may frequently be the very dividends which the free riding of their families goes to diminish if not to exhaust.

Cases well authenticated have been reported to the Committee, where Presidents and Superintendents of railroads have not only passed their own families and friends free, on pleasure excursions, over their own and other roads, but have actually extended their liberality to casual acquaintances and

strangers! A more gross outrage upon the rights of stockholders could hardly be perpetrated, but the Committee are happy to believe that our Corporation has never suffered from this cause.

The question of the propriety of permitting stockholders of our own road to pass free to and from the annual and other meetings of the Corporation, has occurred to the Committee as one deserving consideration, and which should be settled by the stockholders themselves. If the larger attendance resulting from free riding is, in their judgment, of more importance than the increased receipts that would follow from payment of fare; they will decide to continue in force the custom which has heretofore existed. If, on the other hand, they think the interests of the Corporation will be better promoted if every stockholder shall be obliged to look after its affairs at his own expense, precisely as he is compelled to look after his interests elsewhere, they will instruct their Directors to require fare on the occasion of attending these meetings.

Checks upon Conductors.

Since their appointment, it has occasionally been suggested to your Committee that they should inquire into and report upon the subject of the control which the Corporation possesses, under the existing system of collecting fares for passengers, of the honesty and fidelity of Conductors. They have accordingly made inquiries, and find that so far as tickets are sold at the several stations, or by connecting roads, all of which have been previously charged to the persons who sell them, there is scarcely a chance for mistake or intentional error on the part of Conductors, although passengers may and sometimes do practise a fraud upon the Corporation by means of retaining and repeatedly using the same check. Instances have been authentically stated to the Committee, where several different persons have passed over the greater portion of the Northern Road, when but a single

ticket from Concord to the other end of the route had been purchased.

When tickets are purchased in the cars, the only assurance that the price will ever reach the treasury of the Corporation is in the integrity of the person who receives the money. Hence the advantages of the regulation, adopted during the last year by all the railroads of the Northern States, making a discrimination of five cents in favor of those who purchase tickets before entering the cars. It operates as an inducement for the public to aid in guaranteeing the rights and securing the interests of stockholders in railroads.

These remarks are not made from any suspicion of the fidelity of the Conductors upon the Northern Road—for it has never, to our knowledge, been suggested that any was entertained—but in the discharge of a duty to which many stockholders have prompted. The fact stated in relation to tickets sold in the cars may perhaps indicate, with sufficient distinctness, a good reason why the pay of this class of officers should never be reduced below the standard of adequate support.

Lands and Tenements.

By reference to the statement thereof in the Appendix, page 10, it will be perceived that the Corporation is possessed, in addition to the land and buildings at the several stations, of a considerable quantity of real estate, situate at the extremities and upon the line of the road. Most of this pays a rent equal to a reasonable rate of interest upon its cost; still, as the holding and improving of land and buildings is no part of the legitimate object of the Corporation, your Committee recommend the sale, whenever a favorable opportunity shall present itself, of such tracts and parcels of the real property of the Corporation as shall not be necessary or convenient for the purposes of the road, or the accommodation of those in its employment. At present they would not advise a sale of the tenements at West Lebanon,

as they believe such a disposition of them would render it difficult for the men employed and resident at that point to procure convenient accommodations for their families.

During the past year the deeds to the Corporation of real estate have been collected and examined, and, at the suggestion of your Committee, in conjunction with the Directors, careful surveys and accurate colored plans of all the several parcels, with the location of the buildings thereon, have been made by Mr. Lombart, and are deposited in the office of the Superintendent at Concord, where they may be examined at any time by those interested. The importance of this work, so faithfully and carefully executed by the Engineer, in furnishing facilities to all for becoming at a glance acquainted with the extent, location and value of the property of the Corporation, can hardly be over estimated.

Your Committee recommend that, for the convenience of the Superintendent and others, all deeds to the Corporation be recorded at length in a volume prepared for the purpose, and containing a digested index, which shall be kept in the office of the Superintendent, and that the original deeds be deposited in the Treasurer's office. The advantages of such an arrangement, should the land be hereafter offered for sale, or in case of disputes concerning titles or boundaries, would far overbalance its expense.

Engine and Machine Shops.

During the last year, the report of a committee of the Boston and Maine Road awakened public attention to the expenses of the repair shops of railroads, and the Directors of the Northern Road appointed a Committee to inquire into the practicability of reducing the expenses of their own shops. The correspondence which ensued between that Committee and the Superintendent of those shops is inserted in the Appendix, page 11, and on page 36 of the Appendix will be found the semi-annual account of the affairs of those shops, to May 1, 1850. It will be seen that the expenses of

this department are large, but not disproportionately so, considering the length, grades and curvatures of our road, and the fact that we find cars and keep them in repair for 73 miles of road between Concord and Boston, in addition to our own. Compared with four other roads, as exhibited in the statement on the last page of the Appendix, a very favorable result is shown, and this, too, notwithstanding a much larger relative proportion of the income of the Northern Road is derived from freight, than of either of the other roads compared with it.

The opinion of the Superintendent of the repair shops will be noticed as decidedly opposed to any reduction of the force or expenses of these shops, for the reasons suggested by him. Whether he is or is not correct in his opinion, his theory is a plausible and fair one upon its face, and, with their limited observation and experience, your Committee would certainly defer to his judgment. They are inclined to predict, that as the road and its equipment grow older, the expenses of this department must unavoidably increase, instead of diminishing.

The accounts of these shops are kept, and the whole business conducted with a method and system that do credit to the Superintendent and Clerk, and present very clearly their operations and expenses.

FUEL.

By a statement of the Superintendent, in the Appendix, page 56, the amount of wood on hand May 1, 1850, is reported at 9.724 cords. The quantity used during the past year had been 8.399 cords, showing an excess of nearly 1.400 cords on hand more than a year's stock. During the year, 4.187 cords had been sold to various corporations and individuals, for most of which payment had been received.

From information communicated to the Committee by the Superintendent, since the statement above referred to was furnished them, it seems that \$1000 worth had been received

prior to the 1st May, in part payment for real estate previously sold, which had not been surveyed and entered upon the books, and was not included in that statement. This, of course, increases the quantity of wood on hand by that amount, making its value \$23.827.93.

More wood has been purchased during the year than has been used in the business of the road. The average cost per cord of the wood used, including piling, moving and sawing, has been \$2.62 $\frac{80}{100}$, and the average cost of that now on hand, including sawing of part, is \$2.34 $\frac{65}{100}$. A considerable portion of the wood on hand has been for some time exposed to the weather, and has, consequently, somewhat deteriorated in value.

As a disposition has been evinced on the part of Stockholders and others to condemn the course heretofore pursued in purchasing large quantities of wood, your Committee have endeavored to ascertain whether the Corporation has suffered detriment from the policy adopted and carried out, and are satisfied it has not. When the former purchases were made, from the disposition evinced on the part of those who owned and controlled the wood upon the line of the road, there seemed to the agents of the Corporation no other practicable alternative but that to which they resorted. The effect has been a reduction of nearly fifty per cent. in the price of wood, and a removal of the obstacle which then operated to prevent the road from obtaining the requisite supply of fuel at reasonable and fair rates.

The Committee recommend that any wood, now on hand, not needed for the purposes of the Corporation, be sold as opportunity offers, and that hereafter, unless a new emergency arise, the stock be kept as small as practicable, with a due regard to prudent economy and the necessities of the road.

Expense of operating the Road.

It will be seen by statement, page 1 of the Appendix, that

the whole expense of managing and operating the road for the year ending Nov. 1, 1849, deducting taxes for two years, and excluding the proportions of lower roads, was \$115,988.76, or about \$10,000 per month. This is a large sum, and would seem to be capable of being reduced. Yet, if compared with the expenses of operating other roads, as has been done by the Superintendent in the comparative statement at the close of the Appendix, the result is, in almost every particular, favorable to the Northern Road. Especially is it so, if the expenses of cars and handling merchandise upon the 73 miles of road between Concord and Boston, the greater relative amount of freighting of merchandise performed, the higher grades and greater curvature of the road, are taken into account. A much larger proportion of the income of the Northern Road is from freight, than on either of the other roads compared; and it needs no argument to prove that the expenses of doing business to earn a given amount of money from that source, the loading and unloading of merchandise, the repair of cars and the cost of motive power, are necessarily much greater than would be required to earn it from the transportation of passengers. The cost of motive power, that of fuel being equal, must also be greater on the Northern than on either of the other roads compared with it, as the maximum grade and its length, and the degrees of curvature, are so much greater than on either of those roads. As the population upon the line of the road is more sparse than that upon the line of roads terminating in Boston, and the amount of business for a given distance of course less, the cost of way agents, of watching and repairing the road, and tending gates and switches, must be proportionally greater, for the reason that the men employed for these purposes must have less work to perform, and a greater number of persons must be constantly employed and paid to accomplish a given amount of service, than on those roads. Indeed, if the business, and consequently the income, of the

Northern Road were to be doubled, or trebled even, the expense of these departments would hardly be increased.

As the result of their investigations in relation to this topic, the Committee do not hesitate to say, in justice to the Superintendent, that they have been favorably impressed with the good order, regularity and energy which characterize his management of the affairs of the Corporation, exceedingly complex as they are, and oftentimes requiring and receiving from him a degree of effort, activity, firmness and persevering labor which few other situations would demand, and few other men would be able or willing to bestow. They cheerfully bear witness to the diligence and assiduity with which he has looked after the business and interests of the Corporation, and discharged the duties of the office during the past year.

After a careful consideration of the whole matter, so far as their inquiries and observation have extended, your Committee are compelled to believe, that no great reduction in the expenses of operating the road can be made, while the large amount of business it now performs is retained. Slight diminutions and partial reductions of expenses at particular points and in particular cases, have been, during the last year, and doubtless will continue hereafter to be made; but any great and extensive change, such as would alter the whole complexion of the aggregate result of the operations of the Corporation, cannot be expected. To operate a long road, with high grades and frequent curvatures, must, from the nature of things, always require a large expenditure of labor, materials and money. If the distance could be shortened, the grades reduced, and the curves diminished, the expenses might easily be curtailed in a corresponding ratio. Otherwise, there need be little expectation of improvement in this respect.

The Bristol Branch.

On the 4th and 5th pages of the Appendix will be found the Superintendent's statement of the receipts and expenses of that portion

of the Northern Road heretofore known as the Franklin and Bristol Railroad, for the year ending Nov. 1, 1849. For the year ending May 1, 1850, the aggregate earnings are reported as \$12,130 49, and the aggregate expenses \$7,493 97, showing an increase of about \$260 in the earnings and a diminution of some \$1865 in the expenses for the last six months, compared with the same period last year. Still the net earnings for the whole period amount to less than two per cent. of the cost of that portion of the road.

Your Committee have passed over this branch of the Northern Road recently, observed the localities upon its line, and noticed the economy with which it is managed. In their opinion it could hardly be operated less expensively than it now is. Passing along the banks of the Pemigewasset and its waterfalls for the distance of 12 miles, it terminates at the pleasant village of Bristol, where are some of the best sites for the location and the best powers for operating manufacturing establishments to be found in New-Hampshire.

So far as concerns present profit to the Stockholders, the construction of this portion of the Northern Road was more than a mistake—it was a blunder. But, if the water power at Franklin, at Hill and at Bristol shall ever come to be occupied, developed and improved; if, as at no very distant period may be the case, flourishing manufacturing villages, thronged with a busy, active and thriving population, shall occupy the waterfalls now waste and desolate, the Bristol Branch may realize the anticipations of its projectors. As things now are, it does something more than pay its own expenses, and serves, by its contribution to the general current, to swell the great stream of business over the main line.

Condition of the Road and its Property.

Your Committee are happy to say, that at the period when they examined the same, the road and other property of the Corporation were generally in good repair and condition. The persons in whose charge it was placed seemed active and faithful in performing their duties, and we noticed very few instances where articles liable to injury were exposed unnecessarily, or where any negligence or inattention could reasonably be suggested. The turn-table at Canaan and that at Bristol are both uncovered, contrary to what would seem to us true economy. A crate baggage car at Canaan, never employed for the purpose for which it was designed, should be sold, if anything can be realized for it.

In the judgment of your Committee, the buildings at some of the stations, particularly those at West Lebanon, are larger and more expensive than the present wants of the road demand. They were, however, probably designed and erected in prudence, and when the full amount of business which is destined, in the future development of the resources of Vermont, Canada, and the great West, to seek this channel of communication to and from the seaboard, shall require accommodation, the sagacity and foresight of those who planned them will become apparent.

In the Appendix will be found full, and, we believe, correct statements and accurate descriptions of the length of track, the number of switches and frogs, the engines, cars, station houses, depôts, water stations, shop tools, shop stock, fences, repairing tools, and almost every thing belonging to the Corporation, with an estimate of their depreciation from cost. An examination of these will furnish a more correct and distinct idea of their present condition and value than any thing which the Committee could say in the limited space they have allotted to themselves for this Report. To all Stockholders who are anxious to learn the character, value and condition of the various property of the Corporation, we commend a diligent and careful perusal of the several documents referred to. The result of so doing can hardly fail to be satisfactory.

The recent almost unprecedented freshets have done some injury to the embankments of the road at several points, but hardly so much as was anticipated. A comparatively trifling expenditure will repair all damage, and put the road in its former condition.

Receipts and Expenditures.

It was the intention of your Committee to have prepared for the Appendix a detailed statement of the whole amount of receipts and expenditures of the Northern Road and the Bristol Branch, from the inception of both enterprises. Circumstances, however, prevented its being commenced until last winter, when they were rejoiced to find that Mr. Kettell, the present Treasurer, had anticipated their design, and already bestowed more time, and care, and labor upon it, than they would have been likely to obtain for the purpose. Located in the office, with all its books and papers constantly accessible, he had entered upon the work with an industry so untiring and a perseverance so successful as to ensure its perfect accomplishment.

Your Committee, therefore, instead of presenting any thing of their own, refer the Stockholders to the forthcoming Annual Report of the Directors, for a full and accurate statement of the total receipts and expenditures of the Corporation, including the Bristol Branch, from its organization. They do so with the utmost confidence, as from their own observation they are satisfied Mr. Kettell has made himself fully acquainted with the books and papers in the office, and has so dissected and systematized their contents as to be able to present a true, distinct and intelligible view of the whole.

Debts and Assets.

In the Appendix, page 59, is a statement of the liabilities of the Corporation on the first day of May, 1850, which we are confident is as nearly perfect as the nature of the several claims permits. The amount ascertained and estimated is \$7,901.88, with about \$1900 of claims not admitted as having any foundation. In addition are the names of several claimants, against which no sum is inserted, for the reason that no distinct judgment of their amount could be formed. Several of these are for injuries alleged to have been suffered by the claimants or their friends, in person or property, and for which the Corporation does not hold itself responsible. Among them are claims and suits in favor of Joseph C. Thompson, Esq., of Andover, for land damage, fencing, and the violation of a contract, a portion or all of which have been submitted to the decision of referees. There are a few other suits pending against the Corporation, upon claims of various kinds, the validity and justice of which are denied. To estimate the amount of these various, but mainly unimportant items, with any certainty, would be difficult, and, in fact, impossible. They are generally such matters of contest and litigation as are unavoidable in the course of business like that in which the Corporation is engaged, and which can never be estimated until terminated by an adjustment or trial.

Upon page 58 of the Appendix is a statement of the assets of the Corporation on the first instant, compiled from information furnished by the Treasurer and Superintendent, on which the utmost reliance may, in our opinion, be placed. By a comparison of its amount with the statement of liabilities, Stockholders will be able to see at a glance the pecuniary condition of the Corporation. To your Committee it is cause of congratulation that the road is able to present so favorable a result as there exhibited.

Prospects of the Road.

At this season of general depression and distrust of railroad securities and railroad investments, it will hardly be expected that your Committee should indulge to much extent in speculations upon the future prospects and probable ultimate success of the Northern Railroad. Still, in fulfilment of the duty assigned them by the resolution for their appointment, they are bound to express their views and convictions on this subject.

They would, therefore, remark that they have discovered nothing in the course of their investigations and inquiries which should induce any Stockholder or any friend of the road to distrust its ultimate capacity to pay remunerative dividends upon its stock. The cost of the road has been great. It was constructed at a period unfavorable to economy in expenditures or moderation of expectations; and in the opinion of many well informed persons acquainted with the localities, a great error, both in regard to expense and location, was committed by those who located and constructed it up the Merrimack to Franklin, instead of passing from Concord up the valley of the Blackwater, to Andover. Some even go so far as to suggest, (and this opinion is perhaps gaining ground in the country,) that it would even now be true economy to transfer the rails between Franklin and Andover to the Blackwater Valley, thus effecting a saving of six or seven miles in distance, and avoiding the long continued extent of maximum grade between those towns.

This, however, is a question of policy that your Committee do not propose to discuss; for, however desirable or advantageous any increased expenditure might be shown to be, the present is not the time for making it. It is enough for them to know that the Corporation is free from debt, that the road is in good working condition and properly equipped, and that notwithstanding the general dullness of business, and the completion of rival enterprises during the past year, it has done a large and heavy business with no considerable reduction of actual monthly earnings.

In the Appendix, pages 45 and 46, will be found a tabular statement of the earnings of the road each month since its completion to Grafton, and a comparison of the earnings in May, June, July and August, 1849, with those of the same months in 1848. From an examination of this it will be seen, that when the amount of compensation received in 1849, for loading and unloading merchandise

and the use of cars and risk, by the Vermont Central and Passumpsic Roads, which was received in 1848 by the Northern Road, is added to the reported earnings of 1849, as it should be to make the earnings of the two periods compare truly, the aggregate for the four months in 1849 is considerably larger than that of the corresponding period in 1848. The earnings of the whole period since the opening of the upper roads might have been compared in the same way, and would have exhibited a similar result. The four months taken were believed to be sufficient as an illustration of the manner in which the opening of connecting roads operates to diminish the reported earnings, while the amount of business and actual income remain the same or are even increased.

The fact that the opening of the Vermont Central, Passumpsic and Rutland Roads, with the general stagnation and curtailment of business every where, has produced no important or very appreciable diminution of its earnings, speaks volumes in proof of the character of the road as a great and permanent thoroughfare of business and travel. It shows conclusively to the minds of your Committee, that its projectors were not mistaken in their anticipations of its importance and utility. It satisfies them that the road will yet become, if not all that its most sanguine friends have anticipated, a source of reasonable and satisfactory profit to its Stockholders.

Indeed, if only the present amount of travel and transportation shall continue, they are convinced that such a modification of the passenger and freight tariffs as would ensure satisfactory dividends, would receive the approbation of the public; and if the business shall not hereafter increase, it will be the imperative duty of the board of Directors so to modify them; for there is neither sense or justice in furnishing capital and transacting business without adequate compensation.

Still, your Committee do not anticipate the necessity of a resort to such measures. With the returning prosperity of business generally, that of railroads is sure to improve. The Northern Railroad is the natural channel of communication and transportation between Boston, and Vermont, Canada and the great Lakes. It possesses advantages which no rival can ever obtain. No substitute for it can ever be constructed. Crossing the rugged hills of New-Hampshire at a less absolute elevation, and with more favorable grades than any other route, it affords facilities which no other can furnish. Im-

proved, if improvement be practicable, it certainly should and will be ; depressed, so far as relates to the price of its stock, it may for a while continue to be ; but its final success is sure. Time, as it shall witness the completion of the connecting lines of communication to the North and West, and the developement of the capacities and unlimited resources of Vermont, Canada, and the vast garden of the world, will demonstrate its triumph.

In concluding their Report, the Committee would only add, that they have watched with attention and observed with satisfaction the management of the affairs of the Corporation during the past year, and cherish the highest confidence in the integrity and capacity, the fidelity and diligent assiduity of those to whose care it has been entrusted. They believe the accounts of the Superintendent and Treasurer to have been methodically, understandingly and correctly kept, and that the statements of receipts and expenditures, earnings and expenses, debts and assets, from their books, to be presented in the forthcoming Annual Report of the Directors, are deserving the fullest credit, as correct and true. To that Report, embodying as it will the sentiments and opinions of those whose longer experience and superior attainments entitle their views to more consideration than any remarks of their own, the Committee refer the Stockholders of the Northern Railroad for further information in relation to the condition and prospects of their property.

| | | |
|------------------|---|------------|
| ASA FOWLER, | } | COMMITTEE. |
| LEVI H. MARSH, | | |
| REUBEN RICHARDS, | | |

May 15, 1850.

APPENDIX.

Statement of Earnings and Expenses of the Northern Railroad, including the Bristol Branch, for the year ending November 1, 1849.

| | Nov. 1, 1848, to May 1, 1849. | May 1, 1849, to Nov. 1, 1849. | |
|--|-------------------------------------|-------------------------------------|-------------|
| EARNINGS. | | | |
| From Passengers, Northern Railroad, | \$36225.86 | \$40112.50 | |
| " " Franklin and Bristol, | 2201.92 | 3489.57 | |
| " " Vermont Central, | 10312.76 | 19676.87 | |
| " " Passumpsic, | 12540.35 | 27584.00 | |
| " Season Tickets, | | 65.25 | |
| Total, | \$61280.89 | \$90928.19 | \$152209.08 |
| From Merchandize, Northern Railroad, | 54832.09 | 61753.74 | |
| " " F. & Bristol " | 2271.09 | 2665.59 | |
| " " Vt. Central " | 20274.54 | 28929.92 | |
| " " Passumpsic " | 25975.83 | 42040.93 | |
| Total, | \$103353.55 | \$135390.18 | \$238743.73 |
| From Mails, | 2476.41 | 2795.01 | |
| " Rents, | 851.77 | 1864.87 | |
| " Express, | 1531.68 | 315.10 | |
| " Interest, | 16.40 | 62.78 | |
| " Materials from Shop Stock and Labor, } | 713.52 | | |
| " Miscellaneous sources, | 478.34 | 134.85 | |
| Total, | \$6068.12 | \$5172.11 | \$11240.23 |
| | Total Earnings, | | \$402193.04 |

EXPENSES.

PASSENGER DEPARTMENT.

| | | |
|------------------------------------|-----------|-----------|
| Conductors and Brakemen, | \$1704.04 | \$1505.78 |
| Stationery and Blanks, | 278.98 | 173.12 |

| | Nov. 1, 1848, to May 1, 1849. | May 1, 1849, to Nov. 1, 1850. | |
|---|-------------------------------------|-------------------------------------|-----------|
| Ticket and Baggage Master, | 507.02 | 573.17 | |
| Repairs Passenger Cars, | 1388.92 | 2072.24 | |
| Damage to Passengers, | 475.66 | 38.62 | |
| Miscellaneous Items:— Conductors' and Brakemen Badges, \$18.67; Brass Bag- gage Checks, 50.00; paid labor for sun- dries, as per Repair Shop Pay Rolls, 235.79; sundry small items, 94; | 305.40 | | |
| Paid labor, as per Repair Shop Pay Roll, \$464.61; Label Straps, 12.50; Tolls and Expense of Teaming, 186.75; Con- ductor's Badge, 2.00; Shop Stock, such as Lanterns, &c., 69.67; sundry small items, 9.52; | | 745.05 | |
| | <u>\$4660.02</u> | <u>\$5107.98</u> | \$9768.00 |

FREIGHT DEPARTMENT.

| | | | |
|--|-------------------|-------------------|------------|
| Conductors and Brakemen, | 1992.05 | 1849.73 | |
| Loading and Unloading Freight, | 7989.34 | 7818.12 | |
| Stationery and Blanks, | 293.94 | 278.61 | |
| Master Transportation and Clerk, | 769.33 | 500.00 | |
| Repairs Cars, | 2829.13 | 2342.48 | |
| Damage and loss of Goods, | 948.35 | 688.27 | |
| Discount on Freight, | 7.63 | | |
| Collection and Teaming, | 252.73 | 300.00 | |
| Miscellaneous Items:— Shovels, 6.25; Logs, for Way to load Timber on An- dover Plain, 18.00; getting Cars on Track, 14.00; two Pocket Books for Conductors, 7.25; two Hand Barrows, 24.00; Stoves and Pipe for Depôts, 27.61; Lumber for Cattle Cars, 13.27; paid labor for sundries, as per Repair Shop Pay Roll, 140.21; sundry small items, such as Nails, Brooms, Washing Towels, Soap, taking care of Depôt, &c., 44.04; | 294.63 | | |
| Surveying Masts, 4.00; Cotton and Cant Hooks, 5.50; Truck, 8.00; paid labor for sundries, as per Repair Shop Pay Roll, 161.53; Shop Stock, such as Lan- terns, &c., 98.91; J. Bell and others, referees, 30.00; surgical attendance on Hazelton, 5.50; sundries, such as Nails, Lamps, Washing Towels, Soap, &c., 54.28; | | 367.72 | |
| | <u>\$15377.13</u> | <u>\$14144.93</u> | \$29522.06 |

LOCOMOTIVE DEPARTMENT.

| | | | |
|---|---------|---------|--|
| Engineers and Firemen of Passenger Trains, | 1930.47 | 1849.68 | |
| Engineers and Firemen of Freight Trains, | 1782.29 | 1749.56 | |

| | Nov. 1, 1848, to May 1, 1849. | May 1, 1849, to Nov. 1, 1849. | |
|---|-------------------------------------|-------------------------------------|------------|
| Fuel, | 7636.85 | 9456.05 | |
| Repairs Locomotives, | 7417.67 | 7739.23 | |
| " Water Stations, | 106.49 | 232.98 | |
| Switchman and Watchmen, | 1099.61 | 767.96 | |
| Miscellaneous:—Engineers and Firemen on Wood and other Trains, | | 367.37 | |
| | <u>\$19973.38</u> | <u>\$22162.83</u> | \$42136.21 |

MAINTENANCE OF WAY.

| | | | |
|-----------------------------------|------------------|-------------------|------------|
| Repairs Northern Road, | 6386.07 | 8236.87 | |
| " Gravel and Hand Cars, | 6.00 | 97.88 | |
| " Truss Bridges, | 2.34 | 16.03 | |
| " Fence, | | 55.94 | |
| Oil Account, | 1165.23 | 962.81 | |
| Repairs Depôts, | 49.97 | 269.12 | |
| " Shops and Machinery, | 343.77 | 269.24 | |
| Fuel for Depôts, | 950.00 | 229.51 | |
| Removing Snow and Ice, | 218.66 | 11.50 | |
| | <u>\$9122.04</u> | <u>\$10148.90</u> | \$19270.94 |

GENERAL EXPENSE.

| | | | |
|--|-------------------|-------------------|------------|
| Superintendent, | 1000.00 | 1000.00 | |
| Office Clerk, Portage, &c., | 689.10 | 615.70 | |
| Treasurer and office expense, Boston, | 1493.52 | 834.71 | |
| Postage, | 66.93 | 37.06 | |
| Taxes, | 16084.08 | 14134.55 | |
| Advertising, | 441.45 | 637.08 | |
| Stationery and Blanks, | 226.46 | 145.57 | |
| Directors' Expenses, | 442.00 | 876.87 | |
| Law Expense, | | 37.19 | |
| Clerk of Corporation, | | 116.00 | |
| Miscellaneous Expense:—Stove & putting up, \$3.99; Daily Advertiser pa- per, 3.38; printing Tickets, 8.50; one Lever Lock and Keys, 3.25; Broker- age and numerous small items, 15.73, Ox team expenses, 43.70; Brokerage, 7.53; Hunt's Merchants' Magazine, 5.00; Book for Discharges, 3.50; B. & L. R. R. for hauling passengers, 140.36; E. Barney, for Potatoes, 13.75; damage by Locomotive, 17.50; putting out fire, 1.25; H. J. Lombaert and others, for sundry items, 10.75; | 34.85 | 243.34 | |
| | <u>\$20478.39</u> | <u>\$18678.07</u> | \$39156.46 |

MISCELLANEOUS EXPENSE.

| | | | |
|--|--------|--------|--|
| Cattle, Horses and Sheep killed, | | 104.50 | |
| Express, | 49.04 | 30.04 | |
| Interest, | 144.59 | 652.30 | |

| | Nov. 1, 1848, to May 1, 1849. | May 1, 1849, to Nov. 1, 1849. | |
|---|-------------------------------------|-------------------------------------|------------------|
| Mail Expense, | 287.64 | 409.87 | |
| Paid Stage Proprietors, towards expense of maintaining Stage Lines, and bring- ing Passengers to Franklin, Bristol, &c. | 1557.66 | 1850.69 | |
| Insurance, | 724.00 | 8.15 | |
| Gratuities, | | 40.00 | |
| Patent Rights, | | 105.00 | |
| Miscellaneous Expense and Damage:— | | | |
| Paid Perkins, injured at Free Bridge Crossing, 87.50; paid for sundries for woman injured at Franklin, 4.00; paid Hurlburt, injured by being smashed be- tween cars, 20.00; paid for medical at- tendance on Stevens, 6.50; paid for horse hire, when trains have been delay- ed by accidents, 15.25; paid Langley, injured at Boston Depot, 30.00; paid for coffin, &c. for Hazelton, killed on train, 12.00; Tolls, Teaming, &c. 71.84; | 247.09 | | |
| Damage by fire from Locomotives, 92.00; pumping water, 51.15: | | 143.15 | |
| | <u>\$3010.02</u> | <u>\$3343.70</u> | <u>\$6353.72</u> |

PROPORTION TO LOWER ROADS.

| | | | |
|--------------------------------------|---------------------|-------------------|--------------------|
| Boston and Lowell R. R. Passenger, | 2123.57 | 5821.51 | |
| Freight, | 6604.23 | 16046.52 | |
| Nashua and Lowell R. R. Passenger, | 2386.41 | 5489.92 | |
| Freight, | 4926.86 | 10722.17 | |
| Concord R. R. Passenger, | 8058.99 | 18732.61 | |
| Freight, | 12961.93 | 29295.71 | |
| Lowell and Lawrence R. R. Freight, | 295.57 | 341.95 | |
| | <u>\$37357.56</u> | <u>\$86450.39</u> | <u>\$123807.95</u> |
| Total earnings, . . . \$402,193.04 | | | |
| Total expenditures, . . . 270,015.34 | | | <u>\$270015.34</u> |
| Net earnings, | <u>\$132,177.70</u> | | |

Statement of Earnings and Expenses on Bristol Branch Road, for year ending November 1, 1849.

INCOME.

| | |
|-------------------------------------|-------------------|
| Received from Passengers, | \$5691.49 |
| Merchandise, | 5436.68 |
| Rents, | 125.00 |
| Mails, | 514.32 |
| Express, | 100.00 |
| | <u>\$11867.49</u> |

EXPENSE ACCOUNT.

| | | |
|-------------------------------------|-----------|-----------|
| Repairs of Track, | \$1476.00 | |
| Conductors and Brakemen, | 561.66 | |
| Engineers and Firemen, | 835.60 | |
| Handling Freight, | 759.63 | |
| Mail Expense, | 40.00 | |
| Merchandise Expense, | 47.40 | |
| Passenger Expense, | 20.00 | |
| Use of Locomotives, | 3265.60 | |
| Passenger Cars, | 1172.64 | |
| Freight | 1017.52 | |
| Freight Damage, | 71.56 | |
| Repairs Depots, | 50.00 | |
| Oil for Depots, &c. . . . | 30.72 | |
| Materials for repairs Road, | 10.00 | \$9358.33 |
| Net earnings. | | \$2509.16 |

Statement of the number of gallons of Oil, average cost, and for what purpose used on the Northern Railroad, for the year ending Nov. 1, 1849.

| | |
|--|-----------|
| 362 gallons used on Passenger Cars, including repairs; average cost, $73\frac{4\frac{1}{2}8}{2909}$ cts., equal to | \$264.82 |
| 454 $\frac{1}{4}$ gallons used on Merchandise Cars, including repairs; average cost, $73\frac{4\frac{1}{2}8}{2909}$ cts., | 332.30 |
| 1895 $\frac{1}{4}$ gallons used on Locomotives, including repairs; average cost, $73\frac{4\frac{1}{2}8}{2909}$ cts., | 1386.45 |
| 38 gallons used in Repair Shop for Stationary Engine, Shafting, &c.; average cost $73\frac{4\frac{1}{2}8}{2909}$ cts., | 27.80 |
| 130 $\frac{1}{4}$ gallons used in Depots, and by Watchmen, Switchmen, &c.; average cost $73\frac{4\frac{1}{2}8}{2909}$ cts., | 95.28 |
| 20 $\frac{1}{4}$ used in repairs of Road; average cost, $73\frac{4\frac{1}{2}8}{2909}$ cts., | 14.81 |
| 9 used on Gravel Train; average cost, $73\frac{4\frac{1}{2}8}{2909}$ cts., | 6.59 |
| 2909 gallons; average cost, $73\frac{4\frac{1}{2}8}{2909}$ cts.; equal to | \$2128.05 |

REPORT of Passengers to and from each Station on the

| | W. Lebanon. | Lebanon. | E. Lebanon. | Enfield. | Canaan. | Grafton. | Danbury. | W. Andover. | Potter Place. | E. Andover. | Franklin. | N. Boscawen. | Boscawen. | Fisherville. | W. Concord. |
|---------------|-------------|----------|-------------|----------|---------|----------|----------|-------------|---------------|-------------|-----------|--------------|-----------|--------------|-------------|
| W. Lebanon, | | 1003 | 53 | 108½ | 73½ | 27½ | 40 | 20 | 41 | 6½ | 41 | 2 | 30½ | 16 | |
| Lebanon, | 989½ | | 153½ | 222½ | 133½ | 31 | 17 | 20 | 26 | 3 | 73½ | | 12½ | 26½ | 1 |
| E. Lebanon, | 39½ | 234½ | | 37 | 24 | 1 | 1 | 1 | 1 | | 14 | 1 | 1 | 3 | 1 |
| Enfield, | 122 | 248½ | 19 | | 87 | 20 | 7 | 3 | 11 | 10 | 18 | | 3 | 5 | |
| Canaan, | 74½ | 136 | 24½ | 83 | | 89 | 52½ | 21 | 42 | 8 | 48 | 1 | 5 | 32 | 1 |
| Grafton, | 34½ | 33½ | 3 | 18 | 102 | | 44 | 63 | 36 | 7 | 45 | | 6 | 11½ | 1 |
| Danbury, | 18 | 11 | 1 | 11 | 67½ | 49 | | 80½ | 37½ | 9 | 63 | | 4 | 15½ | |
| W. Andover, | 13 | 31 | 1 | 1 | 57 | 37 | 53 | | 71½ | 21 | 70 | | 25 | 51½ | |
| Potter Place, | 29 | 26 | 1 | 8 | 45 | 38 | 39 | 77½ | | 107 | 195 | 1 | 29½ | 49½ | 3 |
| E. Andover, | 3 | 3 | | 8 | 13½ | 7 | 16 | 36½ | 108 | | 260½ | 1½ | 2 | 28½ | 1 |
| Franklin, | 60 | 58 | | 32½ | 47½ | 22 | 73½ | 64½ | 157 | 142½ | | 21 | 131½ | 256 | 9 |
| N. Boscawen, | | 1 | | | | | | 1 | 1 | 1 | 21 | | 12 | 11 | |
| Boscawen, | 13½ | 13 | | 5 | 14 | 1 | 2 | 25 | 22 | 8 | 159 | 2 | | 75 | 1 |
| Fisherville, | 17 | 23 | | 2 | 30 | 13½ | 16½ | 61 | 46 | 21 | 282½ | 7 | 56 | | 16 |
| W. Concord, | | 2 | | | 2 | | | | 1 | ½ | 17 | | 4 | 20½ | |
| Concord, | 263 | 187 | 29 | 75½ | 161 | 60 | 52 | 102½ | 259 | 84 | 675 | 9 | 402 | 1200 | 42 |
| Hooksett, | 11½ | 5 | 1 | 2 | 1 | 1 | 1 | 4 | 4½ | | 12 | | 5 | 38½ | 6 |
| Manchester, | 119 | 107 | 7 | 34½ | 208½ | 139 | 53½ | 133 | 144 | 55½ | 319½ | 3 | 158 | 421 | 265½ |
| Reed's, | 1 | 1 | | | 2 | | 1 | | 1 | | | 1 | | 1 | 1 |
| Nashua, | 92½ | 55½ | 8 | 23 | 56 | 9 | 18½ | 36 | 43½ | 2 | 71½ | 2 | 17½ | 80 | 112½ |
| Tyngsboro', | | 1 | | | | | | 6 | | | | | | 2 | |
| Chelmsford, | 10 | 2 | 3 | 1 | 2 | | 1 | 1 | 7½ | | 3 | | 1½ | 6 | 1 |
| Lowell, | 154½ | 123½ | 6 | 47½ | 120 | 33½ | 25 | 85 | 146½ | 52½ | 206 | 1 | 139 | 178 | 356½ |
| Woburn, | | | 1 | 2 | 8 | | 3 | | 6½ | | 3 | | 2 | 8 | 4½ |
| Medford, | 4 | 2 | | | 1 | 2 | | | 9 | | 7 | | 2 | 6 | 6 |
| Boston, | 416 | 256½ | 13 | 64½ | 80½ | 51 | 15 | 67½ | 157 | 17 | 233½ | | 104 | 163 | 465½ |
| Hill, | | | | | | | | 4½ | 1 | | 281 | | 22½ | 18 | |
| Bristol, | 9 | 25½ | | | 12 | | | 4 | 7 | | 596 | | 45 | 78½ | |
| Passumpsie, | | 649½ | | 122½ | 193 | | | | 69 | | 177½ | | | 55½ | |
| Vt. Central, | | 476½ | | 91 | 68 | | | 83 | | | 62 | | | 19 | |
| | 2494 | 3715½ | 324 | 1000 | 1609½ | 631½ | 531½ | 1000½ | 1456½ | 555½ | 3954½ | 52½ | 1220½ | 2876 | 1294½ |

Northern Railroad from Nov. 1, 1848, to May 1, 1849.

| Concord. | Robinson's. | Hooksett. | Manchester. | Reed's. | Nashua. | Tyngsboro'. | Chelmsford. | Lowell. | Wilmington. | Woburn. | Malden. | Boston. | Hill. | Bristol. | Passumpsic. | Vt. Central. | |
|--------------------|------------------|-----------|--------------------|------------------|--------------------|-------------|------------------|--------------------|------------------|---------|------------------|-------------------|------------------|--------------------|--------------------|-------------------|---------------------|
| 178 | | 9 | 92 | 1 $\frac{1}{2}$ | 63 $\frac{1}{2}$ | 6 | 20 | 527 | | 7 | 7 $\frac{1}{2}$ | 459 | | 26 | | | 2859 |
| 230 $\frac{1}{2}$ | 2 | 5 | 117 | | 77 $\frac{1}{2}$ | 2 | 7 | 188 | 4 | 3 | 7 | 277 $\frac{1}{2}$ | | 21 $\frac{1}{2}$ | 606 $\frac{1}{2}$ | 458 | 3716 |
| 24 | | 1 | 9 | | 1 | | | | | | | | | | | | 394 |
| 59 | 1 | 1 | 33 $\frac{1}{2}$ | | 18 | | 1 | 46 $\frac{1}{2}$ | 4 | | | 59 | | | 137 $\frac{1}{2}$ | 65 $\frac{1}{2}$ | 979 $\frac{1}{2}$ |
| 135 | 1 | 4 | 195 | | 38 | | 1 | 123 | 1 | 7 | 1 | 77 $\frac{1}{2}$ | 5 | 14 | 259 | 72 | 1545 |
| 110 | | 2 | 110 $\frac{1}{2}$ | 1 | 15 $\frac{1}{2}$ | | | | | | | | | | | | 643 $\frac{1}{2}$ |
| 73 | | 2 | 71 $\frac{1}{2}$ | | 11 | | | | | | | | | | | | 524 $\frac{1}{2}$ |
| 107 $\frac{1}{2}$ | 1 | 3 | 126 $\frac{1}{2}$ | 2 | 33 | | 3 | 135 | 1 | 5 | 3 | 182 | 1 | 1 | | 109 | 1145 |
| 305 $\frac{1}{2}$ | 1 | 5 | 174 $\frac{1}{2}$ | 1 | 58 | | 2 $\frac{1}{2}$ | 163 | | | | | 3 | 10 | | | 1372 |
| 135 | 1 | 1 | 68 | | 8 | | | | | | | | | | | | 701 $\frac{1}{2}$ |
| 716 | 14 | 13 | 253 $\frac{1}{2}$ | | 68 $\frac{1}{2}$ | 1 | 12 | 330 $\frac{1}{2}$ | 3 | 2 | 2 | 282 $\frac{1}{2}$ | 201 | 510 | 153 | 80 | 3717 |
| 21 | 1 | | 6 | | 3 | | | | | | | | | | | | 79 |
| 403 $\frac{1}{2}$ | 6 | 11 | 154 | 1 | 18 | | 1 | 152 $\frac{1}{2}$ | 1 | 6 | 1 | 119 $\frac{1}{2}$ | 18 | 33 | | | 1266 |
| 1291 $\frac{1}{2}$ | 16 | 47 | 424 $\frac{1}{2}$ | 7 | 74 | | 2 | 142 $\frac{1}{2}$ | 2 | 6 | 9 | 137 | 20 | 74 $\frac{1}{2}$ | 51 | 24 | 2919 $\frac{1}{2}$ |
| 91 $\frac{1}{2}$ | 2 | | 14 $\frac{1}{2}$ | 4 | 5 | | | | | | | | | | | | 164 |
| | | | | | | | | | | | | | 95 | 552 $\frac{1}{2}$ | 508 $\frac{1}{2}$ | 334 | 5091 |
| | | | | | | | | | | | | | 6 | 34 | 24 | | 156 $\frac{1}{2}$ |
| | | | | | | | | | | | | | 84 $\frac{1}{2}$ | 377 | 698 | 477 $\frac{1}{2}$ | 3805 |
| | | | | | | | | | | | | | 9 $\frac{1}{2}$ | 117 | 363 $\frac{1}{2}$ | 554 $\frac{1}{2}$ | 1672 |
| | | | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | 3 | 11 $\frac{1}{2}$ | 27 $\frac{1}{2}$ | | 81 |
| | | | | | | | | | | | | | 70 | 493 | 942 $\frac{1}{2}$ | 1004 | 4184 |
| | | | | | | | | | | | | | 6 | 19 | | 21 | 84 |
| | | | | | | | | | | | | | 1 | 18 $\frac{1}{2}$ | 16 | 20 $\frac{1}{2}$ | 95 |
| | | | | | | | | | | | | | 69 | 441 | 1557 $\frac{1}{2}$ | 1610 | 5781 $\frac{1}{2}$ |
| | | | | | | | | | | | | | | | | | 585 |
| 93 $\frac{1}{2}$ | 2 | 7 | 70 | | 10 | | | 5 | 1 $\frac{1}{2}$ | 2 | | 67 | | | | | 2980 $\frac{1}{2}$ |
| 553 | 6 | 20 | 340 | 4 | 138 | | | 503 $\frac{1}{2}$ | 7 | 15 | 13 | 392 | 218 | | | | 5575 |
| 604 | 11 $\frac{1}{2}$ | 33 | 617 | 9 | 323 | | | 1019 | 14 | 20 | 15 $\frac{1}{2}$ | 1642 | | | | | 4634 $\frac{1}{2}$ |
| 300 | 7 | 17 | 411 $\frac{1}{2}$ | 5 | 478 $\frac{1}{2}$ | | | 834 | 6 | 18 | 14 | 1744 | | | | | |
| 5431 $\frac{1}{2}$ | 72 $\frac{1}{2}$ | 181 | 3288 $\frac{1}{2}$ | 35 $\frac{1}{2}$ | 1441 $\frac{1}{2}$ | 9 | 49 $\frac{1}{2}$ | 4169 $\frac{1}{2}$ | 44 $\frac{1}{2}$ | 91 | 73 | 5439 | 810 | 2753 $\frac{1}{2}$ | 5338 $\frac{1}{2}$ | 4830 | 56774 $\frac{1}{2}$ |
| Way Passengers, | | | | | | | | | | | | | | | | | 808A |

57583

Report of Passengers to and from each Station

| | W. Lebanon. | Lebanon. | Enfield. | Canaan. | Grafton. | Danbury. | W. Andover. | Andover. | E. Andover. | Franklin. | Boscawen. | Fisherville. | W. Concord. |
|--------------|-------------|----------|----------|---------|----------|----------|-------------|----------|-------------|-----------|-----------|--------------|-------------|
| W. Lebanon. | | 1530 | 135 | 88 | 49 | 72½ | 30 | 35 | 30½ | 80 | 58½ | 20 | |
| Lebanon, | 1490 | | 266 | 136½ | 49 | 30½ | 17 | 27 | 6 | 100½ | 19 | 36 | |
| E. Lebanon, | | 67½ | | | | | | | | | | | |
| Enfield, | 161½ | 309½ | | 184 | 19 | 3 | 13½ | 19½ | 5 | 22½ | 2 | 6 | |
| Canaan, | 105 | 143½ | 132½ | | 84½ | 49½ | 25 | 47½ | 9½ | 62½ | 14 | 42 | |
| Grafton, | 25 | 57 | 24½ | 128 | | 32½ | 44 | 25 | 5 | 33½ | 4 | 22 | |
| Danbury, | 16 | 24½ | 8 | 68 | 37½ | | 58½ | 42 | 11 | 62 | 4 | 29 | |
| W. Andover, | 15½ | 20 | 8 | 35 | 22 | 26½ | | 52½ | 33 | 92½ | 19½ | 54½ | |
| Andover, | 35 | 23 | 18 | 98½ | 32 | 44½ | 63 | | 124 | 266½ | 41 | 98 | |
| E. Andover, | 10 | 2½ | 7 | 7 | 7 | 2 | 26 | 127 | | 191½ | 7 | 19 | |
| Franklin, | 71 | 51 | 31 | 66½ | 30½ | 62 | 68 | 159½ | 142½ | | 143½ | 268½ | |
| Boscawen, | 15½ | 9 | 2 | 21 | 1 | 5 | 21 | 34 | 10 | 149½ | | 100½ | |
| Fisherville, | 20 | 31½ | 2 | 34 | 29 | 17 | 36½ | 118 | 22 | 271½ | 125 | | |
| Concord, | 265½ | 194½ | 89½ | 176 | 77 | 53 | 121½ | 322 | 106 | 696½ | 452½ | 933½ | |
| Hooksett, | 9½ | 9½ | 1 | 5 | 3 | | 10 | 6 | | 4 | 18 | 43 | |
| Manchester, | 144½ | 118½ | 60½ | 229 | 150 | 89 | 133 | 233 | 63½ | 339½ | 287 | 443½ | 13½ |
| Nashua, | 118 | 107 | 63½ | 68 | 30½ | 32 | 32 | 115 | 19 | 83 | 63 | 118½ | 2 |
| Chelmsford, | 6 | 1 | | 6 | | | 1 | 9½ | | 2 | 1 | 3 | |
| Lowell, | 199½ | 154½ | 58 | 144½ | 53½ | 39 | 79 | 170½ | 67 | 247 | 168 | 208½ | 28½ |
| Woburn, | 3 | 1 | | 12 | 1 | 2 | 3 | 10½ | 3 | | 3 | 11½ | |
| Medford. | 3½ | | 1 | 2 | 1 | | | 12½ | 3 | 6 | | 9 | |
| Boston, | 242 | 232½ | 106 | 102 | 57½ | 39 | 80½ | 228½ | 32 | 275½ | 158½ | 210 | 18 |
| Hill, | | | | 1 | | | 2 | 2 | | 227½ | 32½ | 19 | |
| Bristol, | 22 | 17 | 3 | 7 | | | 4 | 9 | 4 | 439½ | 50 | 86½ | |
| Passumpsic, | | 673 | 163½ | 126½ | | | | 72 | | 286 | | 81½ | |
| Vt. Central, | | 474 | 124½ | 97½ | | | | 78 | | 148½ | | 57½ | |
| | 2978 | 4251½ | 1304½ | 1843 | 734 | 599 | 868½ | 1955½ | 696 | 4087½ | 1671 | 2920½ | 62 |

on Northern Road, from May 1 to Nov. 1, 1849.

| Concord. | Robinson's & Hooksett. | Manchester. | Reed's. | Nashua. | Chelmsford. | Lowell. | Woburn. | Medford. | Boston. | Hill. | Bristol. | Passumpsic. | Vt. Central. | |
|-----------------|------------------------|-------------|---------|---------|-------------|---------|---------|----------|---------|-------|----------|-------------|--------------|--------|
| 310 | 2 | 117 | 6 | 80 | 1 | 294½ | 2 | 3 | 313 | | | | | 3257 |
| 253 | 13½ | 134 | | 92 | | 165 | 3 | 1 | 298 | | | 666½ | 514 | 4317½ |
| 22 | | 6 | | 12 | | | | | | | | | | 107½ |
| 106 | 2 | 46½ | | 62 | 3 | 79½ | 2 | | 77 | | | 161 | 120 | 1404½ |
| 208 | 6 | 246½ | 2 | 91 | 4 | 155 | 7 | | 104½ | | | 210 | 97 | 1846½ |
| 137½ | 1 | 146 | 2 | 17½ | | | | | | | | | | 704½ |
| 123½ | 3 | 107 | 1 | 18 | | | | | | | | | | 613 |
| 108 | 6½ | 165 | 2½ | 39 | 3½ | 104½ | 5 | 3 | 223½ | | | | 85 | 1124½ |
| 379 | 7½ | 227 | | 97 | | 177 | | | | | | | | 1731 |
| 197½ | 1 | 106 | | 17 | | | | | | | | | | 727½ |
| 690½ | 31 | 311½ | 1 | 86 | 2 | 367 | | 2 | 438 | 151 | 448 | 258 | 134 | 4014 |
| 467 | 15 | 260 | 2 | 69½ | 2 | 175 | 5½ | 1 | 149 | 30½ | 35½ | | | 1580½ |
| 1243½ | 45½ | 384½ | 2 | 126½ | | 200½ | 5 | | 192½ | 9 | 90½ | 95½ | 29 | 3130½ |
| | | | | | | | | | | 129 | 501½ | 767 | 478½ | 5363½ |
| | | | | | | | | | | 5 | 24 | 30 | | 168 |
| | | | | | | | | | | 109½ | 326 | 1114½ | 655½ | 4510 |
| | | | | | | | | | | 24 | 210½ | 784½ | 583½ | 2454 |
| | | | | | | | | | | 4 | 5 | 20 | | 58½ |
| | | | | | | | | | | 84 | 495½ | 1561½ | 1342½ | 5101 |
| | | | | | | | | | | 4 | 8 | | 27½ | 89½ |
| | | | | | | | | | | 1 | 9 | 9 | 11 | 68 |
| | | | | | | | | | | 98 | 450½ | 2266½ | 1650 | 6247 |
| | | | | | | | | | | | 164 | | | 761½ |
| 122 | 5 | 103 | | 7 | | 7 | | | 69½ | | | | | 3387½ |
| 729 | 46½ | 414½ | 1 | 277 | | 669 | 3 | 1 | 476½ | 128 | | | | 8444½ |
| 793½ | 47 | 1147 | 7 | 721½ | | 1823½ | 43 | 5 | 2454½ | | | | | 6659 |
| 542½ | 29½ | 822 | 11 | 747½ | | 1489½ | 10½ | 12 | 2014½ | | | | | |
| 6432½ | 262 | 4743½ | 37½ | 2560½ | 15½ | 5707 | 86 | 28 | 6810½ | 777 | 2768 | 7944 | 5727½ | 67870½ |
| Way Passengers, | | | | | | | | | | | | | | 1939½ |
| | | | | | | | | | | | | | | 69810 |

List of Tenements, Lands and Occupants, Northern Railroad, not subject to sale.

| Description of Tenements, Land, &c. | Name of Occupant. | Rents. When Value. | |
|-------------------------------------|----------------------------------|--------------------|----------------|
| | | occup'd. | |
| | | Dolls. | Dolls. |
| Fisherville Depot House, | Nathaniel W. Carr, | 40 00 | Nov. 1. 700.00 |
| Boscawen, | Lyseas Emerson, | 50.00 | " 700.00 |
| North Boscawen, | Ezra Davis, | 36 00 | " 500.00 |
| North Depot House, Franklin, | Edson Clough, | 36.00 | " 700.00 |
| South " " | Sam'l Frothingham, | 60.00 | " 800.00 |
| Hill Depot Store, Hill, | D. Shaw, Jr., | 25 00 | " 1000.00 |
| Danbury Depot House, | John P. Osgood, | 50.00 | " 700.00 |
| Grafton " " | Daniel Fox, | 50.00 | " 700.00 |
| Canaan " " | C. S. Putnam, | 50.00 | " 700.00 |
| Tenements in Canaan Engine House, | Berry, Martin } & Sullivan, } | 50.00 | " 300.00 |
| Enfield Depot House, | S. T. Vaughn, | 50.00 | " 700.00 |
| East Lebanon Depot House, | E. Goodwin, | 36.00 | " 500.00 |
| | | \$533.00 | \$8000.00 |

Real Estate owned by Corporation, and subject to sale.

| | | | |
|--|------------------------------|--------|----------------------|
| Hill, Hntekins & Grover Lot, Concord, | H. Biddle & Co., | 30.00 | 400.00 |
| Brick Block and Land, | " Luther Robie, | 160.00 | 1800.00 |
| A. Walker & E. S. Towle's } Land, Eddy, | " " | | 100.00 |
| Sewell's Falls Island, E. of Track, " | | | 50.00 |
| Rowell Land, | Franklin, | | 400.00 |
| North Tenement House, | Bristol, Samuel Dustin, } | 50.00 | Nov. 1, 1849, 500.00 |
| South " " | " Joseph F. Rollins, | 50.00 | " 500.00 |
| Edmonds' House, near Scribner's, } | Andover, } H. D. Batchelder, | 18.00 | " 150.00 |
| Old House, | East Andover, Solomon Dodge. | 18.00 | " 200.00 |
| House and Farm, | Danbury, Luther Stockwell, | 24.00 | " 450.00 |
| Bullock Land, near Summit, Grafton, | | | 75.00 |
| Store House, | Canaan, Currier & Wallace, | 25.00 | " 125.00 |
| Welch's Saw-Mill, | " Josiah Clark, Jr., | 50 00 | " 900.00 |
| Hamilton Mill House, Lebanon Vill., | E. Woodwell, | 25.00 | " 150.00 |
| Store House, | " Timothy Kenrick, | 10.00 | " 125.00 |
| East Tenant House, | Charles P. Blanchard, | 36.00 | " 400.00 |
| West " " | " Mr. Kellogg, | 36.00 | " 400.00 |
| Old Dickinson House, North Tenement, West Lebanon, } | Daniel A. Clark, | 18.00 | " 250.00 |
| " South Tenement, " | | | 250.00 |
| Old House, North Tenement, " | | | 200.00 |
| " South " " | S. F. Grover, | 18.00 | " 200.00 |
| Ely Block, Tenement No. 1, " | Henry Shattuck, | 75.00 | " 750.00 |
| " " No. 2, " | Giles Alcock, | 70.00 | " 700.00 |
| " " No. 3, " | James Alcock, | 70.00 | " 700.00 |
| " " No. 4, " | Jewett Hosley, | 75.00 | " 750.00 |
| W. Osgood Block, } E. Ten., | F. P. Hill, | 55.00 | " 550.00 |
| W. Osgood Block, } W. Ten., | Woodbury C. Cheney, | 55.00 | " 550.00 |
| E. Osgood Block, } E. Ten., | T. H. Blaisdale, | 55.00 | " 550.00 |
| E. Osgood Block, } W. Ten., | James Blaisdale, | 55.00 | " 550.00 |
| Osgood Block, } N. Tenement, | Robert Hale, | 65.00 | " 650.00 |
| Osgood Block, } S. Tenement, | | | 650.00 |
| Ela Intervale, | Lebanon Centre, | | 250.00 |
| Dickinson Lot, | West Lebanon, | | 2000.00 |
| Amount subject to sale, | | | \$16275.00 |

ENGINE AND MACHINE SHOPS.

Concord, Oct. 17, 1849.

To Mr. JOHN CROMBIE :

Dear Sir,—

At a meeting of the Board of Directors of the Northern Railroad, holden on the 12th of October instant, a Committee was appointed, consisting of Messrs. J. B. French and J. B. Walker, to examine into the affairs and economy of the Machine and Engine Shops of said Railroad, and make report to the Board at as early a day as may be convenient. For the purpose of aiding said Committee to discharge the duty thus imposed upon them, will you have the kindness to inform them, as soon as practicable,—

1st. How many men are employed in said Machine and Engine Shops, and the name, occupation, and wages of each?

2d. What quantities of Iron and other metals belonging to the Corporation is there now at said Shops, and the present value of the same?

3d. What kinds and quantities of Lumber belonging to the Corporation is there now on hand at said Shops, and the present value of the same?

4th. What quantity of coal is used annually at said Shops, what kinds, and the prices paid for the same?

5th. Whether an accurate account is kept of all the repairs and other work done in said Shops, and if so, to what accounts the same are charged?

6th. What has been the expense of supporting said Shops during the year ending October 30th, A. D. 1849?

7th. Whether, in your judgment, any reduction can be made in the annual expenses of said Shops, and if any, to what amount.

I am, very respectfully,

Yours, &c.

JOSEPH B. WALKER, for the Com.

To Messrs. J. B. WALKER and J. B. FRENCH, Committee of Investigation into the affairs and economy of the Northern Railroad Machine and Engine Shops.

Gentlemen,—In compliance with your order of Oct. 17th, 1849, the following Report upon the questions propounded, is respectfully submitted.

JOHN CROMBIE, Supt. Machine Shop.

Concord, Nov. 16th, 1849.

1st. *How many men are employed in said Machine and Engine Shops, and the name, occupation and wages of each?*

ANSWER.

| | Month. | Day. | | Month. | Day. |
|-----------------------------------|---------|--------|---|---------|--------|
| <i>Machinists.</i> | | | <i>Engineers.</i> | | |
| Otis E. Stevens, | \$60.00 | | Thos. White, | \$60.00 | |
| Solon Fisk, | | \$1.67 | John Laird, | 60.00 | |
| Thos. Cobb, | | 1.50 | Jona. Lovejoy, | | \$2.25 |
| John C. Hall, | | 1.50 | D. A. Clark, | | 2.25 |
| D. E. Gilman, | | 1.62 | H. A. Cheney, | | 2.00 |
| Seth J. Dole, | | 1.42 | C. Keenan, | | 2.00 |
| C. E. Robbins, | | 1.33 | J. A. Loughton, | | 2.00 |
| B. F. Duneklee, | | 1.25 | J. F. Rollins, | | 1.25 |
| A. H. Morrison, | | 1.25 | | | |
| Henry Weeks, | | 117 | <i>Firemen.</i> | | |
| Moses T. Palmer, | | 87 | C. Eaton, Jr., | | 1.25 |
| | | | J. W. Kendrick, | | 1.25 |
| <i>Blacksmiths.</i> | | | Jas. Batchelder, | | 1.25 |
| B. W. Robbins, | | 2.00 | Jas. Larrgee, | | 1.25 |
| G. P. Higgins, | | 1.75 | Jas. R. Mack, | | 1.25 |
| Henry Hayes, | | 1.67 | C. Chamberlain, | | 1.25 |
| M. Laducer, | | 1.25 | S. C. Foss, | | 1.25 |
| T. K. Blaisdell,* | | 1.67 | Thos. P. Frost, | | 1.00 |
| L. Groves,* | | 1.25 | | | |
| | | | <i>Station Agent, West Lebanon.</i> | | |
| <i>Wood Workmen.</i> | | | Robert Hall, | 50.00 | |
| J. G. Alden, | | 1.75 | | | |
| L. Barter, | | 1.50 | <i>Watchmen and Switchmen.</i> | | |
| B. F. Wolcott, | | 1.25 | Andrew Grant, | | 1.12½ |
| O. W. Whittier, | | 1.92 | Lucius Buker, | | 1.12½ |
| A. J. Spaulding,* | | 1.50 | H. N. Rowell,* | | 1.12½ |
| | | | J. D. Blaisdell,* | | 1.12½ |
| <i>Repairing Cars.</i> | | | | | |
| Dyer H. Fay, | | 1.42 | <i>Handling and sawing Fuel.</i> | | |
| John Geenty, | | 1.17 | John Quin, | | 1.00 |
| <i>Running Stationary Engine.</i> | | | D. Fox, | | 1.00 |
| Joshua Ingalls, | | 1.25 | | | |
| <i>Painter.</i> | | | <i>Shifting and cleaning Cars, and Flagmen.</i> | | |
| D. J. Abbot, | | 1.50 | Nathl. Burnham, | | 1.17 |
| | | | Pat. Somers, | | 90 |
| <i>Clerk.</i> | | | | | |
| J. H. Buswell, | 35.00 | | <i>Repairing Water Stations and Fixtures.</i> | | |
| <i>Superintendent of Shop.</i> | | | Josiah Hill, | | 1.58 |
| John Crombie, | 100.00 | | | | |

* Employed at West Lebanon a portion of the time in tending switches, handling baggage, and making up trains.

2d. *What quantity of Iron and other Metals belonging to the Corporation, is there now at said Shop, and the present value of the same?*

ANSWER.

| | | | | |
|------------|--|-----------------|----------|-----------|
| 25715 lbs. | Refined Iron, | at 3c., | \$771 45 | |
| 5112 " | Ulster " | 3 $\frac{1}{2}$ | 166 14 | |
| 89 " | Swedes " | 4 | 3 56 | |
| 200 " | Angle " | 8 | 16 00 | |
| 55 " | Shoe Shape, | 4 $\frac{1}{2}$ | 2 47 | |
| 28 " | Nail Rods, | 4 $\frac{1}{2}$ | 1 19 | |
| 314 " | " Plate, | 4 | 12 56 | |
| 1000 " | Sheet Iron, | 4 $\frac{1}{4}$ | 42 50 | |
| 7554 " | Spring Steel, | 6 $\frac{3}{4}$ | 509 90 | |
| 1186 " | Cast " | 17 | 201 62 | |
| 292 " | Round C Steel, | 12 | 35 04 | |
| 82 " | Blistered " | 10 | 8 20 | |
| 53 " | Corking " | 7 | 3 71 | |
| 20 " | Sheet Cast Steel, | 17 | 3 40 | \$1777 74 |
| 1081 " | Engine Springs, | 9 | 97 29 | |
| 1242 " | Pass. Car Springs, | 9 | 111 78 | |
| 165 " | Mdse. " " | 9 | 14 85 | |
| 138 " | Iron Hinges, | 10 | 13 80 | \$237 72 |
| 3000 " | old Scrap Iron, | 1 $\frac{1}{2}$ | 45 00 | |
| 3892 " | " " Steel, | 2 | 77 84 | |
| 5600 " | " " Tire, | 2 | 112 00 | \$234 84 |
| 4414 " | Frogs and Switch Castings, | 2 $\frac{1}{2}$ | 110 35 | |
| 3903 " | Engine Castings, | 3 | 117 09 | |
| 5412 " | Mdse. Car Castings, | 3 | 162 36 | |
| 2989 " | Pass'r Car Castings, | 3 | 89 67 | |
| 295 " | Hand Car Castings, | 3 | 8 85 | |
| 505 " | Gravel Car Castings, | 3 | 15 15 | |
| 183 " | Wood Car Castings, | 3 | 5 49 | |
| 14 " | Turntable Castings, | 3 | 42 | |
| 198 " | Engine Grates, | 3 | 5 94 | |
| 31 " | Passenger Car Stove Grates, | 6 | 1 86 | |
| 125 " | C. Iron Washers, | 3 | 3 75 | |
| Four | Drive Wheels, 4802 lbs., | 3 | 144 06 | |
| 2289 lbs. | Castings of various kinds, not enumerated above, | | 63 29 | \$728 28 |
| 1339 lbs. | Composition Castings, | 28 c., | 375 92 | |
| 181 " | Packing Rings, | 35 | 63 35 | |
| 63 " | " " finished, | 40 | 25 20 | |
| 64 " | " " old | 14 | 8 96 | \$472 43 |
| 608 | lights Glass, double thick, | | 160 88 | |
| 22 " | " 10×12, Pembroke, | | 1 54 | |

| | | | |
|-------------------------------------|---------|--------|----------|
| 50 feet Glass, 8×10, Pembroke, | | \$3 00 | |
| 3 Glass Circles, | | 6 00 | \$171 42 |
| 540 Files, various kinds and sizes, | | 176 30 | 176 30 |
| 52 lbs. Chrome Green, | 30 | 15 60 | |
| 11 " " Yellow, | 30 | 3 30 | |
| 2½ " Vermilion, | 9s. | 3 37 | |
| ¾ " Drop Black, | | 19 | |
| 1 " Prussian Blue, | | 75 | |
| 2 " Ultra Marine Blue, | 9s. | 3 00 | |
| 58 " French Yellow, | 2½ c., | 1 45 | |
| 280 " ground White Lead, | 6¾ | 18 90 | |
| 18 " Dry " " | 5½ | 99 | |
| 58 " Red " " | 5¾ | 3 33 | |
| 26 " Venetian Red, | 3 | 78 | |
| 100 " Brunswick Green, | 6½ | 6 50 | |
| 46 " Pumice Stone, | 6 | 2 76 | |
| 18 " Gum Shellac, | 11½ | 2 07 | |
| 37 " Umber, | 6 | 2 22 | |
| 31 " Lampblack, | 10 | 3 10 | |
| 100 " Whiting, | 1 | 1 00 | |
| 70 " Gum Asphaltum, | 5 | 3 50 | |
| 32 galls. Spirits Turpentine, | 42 | 13 44 | |
| 11 " Varnish, | \$2.25 | 24 75 | |
| 2 " Linseed Oil, | 65c., | 1 30 | |
| 6 " Japan, | 80 | 4 80 | |
| 3 " Alcohol, | 4s. | 2 00 | |
| 1 pack Gold Leaf, | | 6 50 | \$125 60 |
| 10 Engine Tires, 5657 lbs., at | 12c. | 678 84 | |
| 1 Crank Shaft, 1466 " | 20 | 293 20 | |
| 1 Axle for Drive Wheel, 659 lbs., | 8 | 52 72 | |
| 7 Car Shafts, 1610 lbs., | 6 | 96 60 | |
| 1 Truck Shaft, 420 " | 6 | 25 20 | |
| 2 Tender Shafts, | | 27 60 | |
| 21 Truck Wheels, | \$17 | 357 00 | |
| 23 Car Wheels, | \$18.50 | 425 50 | |
| 1 pr. Tender Whcels and Shafts, | | 54 00 | |
| 7 " " " " old, | \$35 | 245 00 | |
| 19 Mdse. Car Wheels and Shafts " | \$35 | 665 00 | |
| 1 Truck Wheel and Shaft, | " \$40 | 40 00 | |
| 9 old Wheels, | \$12 | 108 00 | |
| 850 lbs. Nuts, | 9c. | 76 50 | |
| 543 " 6 square Nuts, | 14 | 76 02 | |
| 4600 Washers, various sizes, | | 31 96 | |
| 46 feet Jack Chain, | | 1 12 | |
| 78 lbs. India Rubber Packing, | 3s. | 39 00 | |
| 29 feet 2¾ inch " Hose, | 3s. | 14 50 | |
| 350 lbs. Flax Packing, | 12½c., | 43 75 | |
| 66½ " Sponge, | 32c. | 21 28 | |

| | | | |
|---------------------------------|---------|-----|-----------|
| 2½ yards Canvass, | 25c. | 62 | \$3373 41 |
| 18 lbs. Copper Flue, | 35c. | 6 | 30 |
| 65 feet small Gass Pipe, | 9 | 5 | 85 |
| 37 Engine Brooms, | 1s., | 6 | 17 |
| 100 feet Wire Netting, | 2s., | 33 | 34 |
| 3 lbs. Tarred Marline, | 16c., | 48 | |
| 20 sheets Tin, | 6 | 1 | 20 |
| 11 lbs. Sheet Copper, | 30 | 3 | 30 |
| 3 " Steel Wire, | 42 | 1 | 26 |
| 3 " Brass " | 2s., | 1 | 00 |
| 1¾ " Copper Wire, | 3s.6d. | 1 | 02 |
| ¾ " No. 24 Iron Wire, | 20c., | 15 | |
| 2 papers Copper Tacks, | 2s.6d., | 84 | |
| 31 Engine Lantern Glasses, | 2s., | 10 | 34 |
| 6 Hand Lanterns, | | 5 | 00 |
| 16 quires Sand Paper, | | 3 | 20 |
| 8 " Emery Paper, | | 1 | 65 |
| 25 lbs. Coach Screws, | 12c., | 3 | 00 |
| 500 " Nails, | 4½ | 21 | 25 |
| 16 " Wrought Nails, | 12½ | 2 | 00 |
| 72 gross Screws, various sizes, | | 50 | 41 |
| 8 Shovels, | | 8 | 00 |
| 4 long handled Shovels, | | 4 | 00 |
| 9 Adzes and Handles, | | 15 | 00 |
| 4 dozen 2½ in. Padlocks, | | 7 | 00 |
| 3 " 2¾ in. " | | 7 | 50 |
| 12 prs. Brass Butts, | | 4 | 50 |
| 4 Levels, | | 2 | 67 |
| 9 tons Smiths' Coal, | \$9 50 | 85 | 50 |
| 1050 bushels Charcoal, | 8c., | 84 | 00 |
| Add error, | | | \$375 93 |
| | | | 1 72 |
| 45 tons White Ash Coal, at | | | |
| Concord, | \$7 25 | 326 | 25 |
| 13 " Red Ash Coal, at | | | |
| Concord, | 7 50 | 97 | 50 |
| 5 " White Ash Coal, at | | | |
| West Lebanon, | 9 60 | 48 | 00 |
| 2 " Red Ash Coal, at West | | | |
| Lebanon, | 9 60 | 19 | 20 |
| | | | \$490 95 |
| | | | <hr/> |
| | | | \$8166 34 |

3d. *What kinds and quantities of Lumber, belonging to the Corporation, is there now on hand at said Shop, and the present value of the same?*

ANSWER.

| | | |
|------------------------|----------------|-----------|
| 52983 feet Oak Lumber, | at \$21 per M, | \$1112 64 |
| 30948 " " " | 25 " " | 773 70 |

| | | | |
|------------|-------------------|----------------|----------|
| 15000 feet | Pine Lumber, | at \$10 per M, | \$150 00 |
| 1400 " | Pine " | 20 " " | 28 00 |
| 1500 " | Pine " | 36 " " | 54 00 |
| 3556 " | Pine " | 9 " " | 32 00 |
| 5000 " | Hard Pine Lumb'r, | 13 " " | 65 00 |
| 400 " | Bass " | 14 " " | 5 60 |
| 13200 " | Dimension Pine, | 14 " " | 184 80 |
| 550 " | White Wood, | 28 " " | 15 40 |
| 560 " | Ash, | 35 " " | 19 60 |
| 11390 " | " | 23 " " | 261 97 |
| 3800 " | " | 13 " " | 49 40 |
| 2000 " | " | 10 " " | 20 00 |
| 3000 " | Maple, | 14 " " | 42 00 |
| 600 " | Birch, | 14 " " | 8 40 |
| 60 " | Mahogany, | 14c. per foot, | 8 40 |
| 8 M | Shingles, | 15s., | 20 00 |

| | |
|-------------------------------|------------|
| | \$2850 91 |
| Amount of stock from page 15, | 8166 34 |
| Total, | \$11017 25 |

Less per unpaid bills, as follows :

| | | |
|-----------------------------|-----------|----------|
| Porter, Rolfe & Brown, | - - - - - | \$607.74 |
| Concord Railroad Co., | - - - - - | 107.58 |
| Geo. D. Abbot, | - - - - - | 3.75 |
| J. D. Cooper, | - - - - - | 142.37 |
| Naylor & Co., | - - - - - | 26.87 |
| Boston Belting Co., | - - - - - | 15.25 |
| Whittier & Sweetser, | - - - - - | 134.00 |
| Williams, Bird & Co., | - - - - - | 106.48 |
| Currier & Wallace, | - - - - - | 12.00 |
| Gay, Silver & Co., | - - - - - | 272.25 |
| Thompson & Lapham, | - - - - - | 361.39 |
| Fuller, for Coal, | - - - - - | 70.00 |
| Nashua Iron Co., | - - - - - | 16.90 |
| New-England Car Co., | - - - - - | 159.82 |
| Whitney & Sons, for Wheels, | - - - - - | 250.00 |
| Lowell Eastman, | - - - - - | 45.31 |
| Boston Locomotive Works, | - - - - - | 4.22 |
| Bradley & Rice, | - - - - - | 25.00 |
| Davenport & Bridges, | - - - - - | 13.00 |
| A. Latham & Co., | - - - - - | 192 72 |

| | |
|----------------------------|-----------|
| | \$2566 65 |
| Leaving Stock as paid for, | \$8450 60 |

4th. *What quantity of Coal is used annually at said Shops, what kind, and the prices paid for the same?*

ANSWER. The amount of Coal used per annum is 15 chaldrons, Cumberland, at \$9 and 9.50 per chaldron, and 7000 bushels Charcoal, at 8 cents per bushel.

5th. *Whether an accurate account is kept of all the repairs and other work done in the Shop, and if so, to what accounts are the same charged?*

ANSWER. *Shop Stock and Labor Account, from May 1 to Nov. 1, 1849.*

| | STOCK. | LABOR. |
|-----------------------------------|-----------|-----------|
| Repairs of Engines, - - - | \$4144.56 | \$3594.67 |
| “ Merchandise Cars, - - - | 830.75 | 1509.27 |
| “ Passenger Cars, - - - | 734.82 | 1311.42 |
| “ Gravel Cars, - - - | 38.23 | 16.77 |
| “ Hand Cars, - - - | 42.88 | 31.02 |
| “ Road Tools, - - - | 3.85 | 6.60 |
| “ Shop and Tools, - - - | 201.60 | 210.45 |
| “ Engine Houses, - - - | 44.41 | 49.75 |
| “ Tenements, - - - | 8.00 | 14.66 |
| “ Road, - - - | 603.36 | 467.72 |
| “ Water Works, - - - | 115.46 | 108.16 |
| “ Passenger Stations, - - | 2.70 | |
| | <hr/> | <hr/> |
| | \$6770.62 | \$7320.49 |
| Shifting Cars, and Flagmen, - - - | - | 221.26 |
| Merchandise Department Expense, - | 98.91 | 154.78 |
| Passenger Department Expense, - | 69.67 | 250.10 |
| Engineers and Firemen, - - - | 8.23 | 3589.01 |
| Watchmen and Switchmen, - - - | 2.84 | 643.79 |
| Fuel Expense, - - - | 60.28 | 499.99 |
| Fencing, - - - | 20.89 | |
| Snow, - - - | - | 11.50 |
| | <hr/> | <hr/> |
| | \$260.82 | \$5370.43 |
| Construction of Engines, - - - | 264.40 | 171.64 |
| “ “ Passenger Cars, - - - | 10.00 | |
| “ “ Engine House, - - - | 100.70 | |
| “ “ Road Tools, - - - | 18.63 | 39.85 |
| “ “ Repair Shop and Tools, - | 485.38 | 189.54 |
| “ “ Passenger Stations, - - | 13.37 | 31.99 |
| “ “ Bridges, - - - | 379.64 | 251.00 |
| “ “ Water Works, - - - | 12.55 | |
| “ “ Road, - - - | 32.63 | |
| “ “ Tenements, - - - | 48.62 | 43.51 |
| | <hr/> | <hr/> |
| | \$1365.92 | \$727.53 |

| | | |
|---|-------------------|-------------------|
| For sundry individuals, - - - | 4934.23 | 372.29 |
| | <u>\$13331.59</u> | <u>\$13790.74</u> |
| | | 13331.59 |
| Total Stock and Labor, - - - | | <u>\$27122.33</u> |
| Nov. 1, Stock on hand, - - - | | 11017.25 |
| Cash for Stock from Passumpsic R. R., - | | 1246.94 |
| | | <u>\$39386.52</u> |
| May 1. Stock on hand, - - - | | \$11390.02 |
| Paid cash for Stock, - - - | | 8695.11 |
| " as per Pay Rolls, - - - | | 372.27 |
| " in materials for Stock, - - - | | 1942.22 |
| due for Stock, - - - | | 2566.65 |
| | | <u>\$24966.27</u> |
| Paid for labor, as per Pay Rolls, - - - | | 13790.74 |
| | | <u>\$38757.01</u> |
| Total, - - - | | \$38757.01 |

6th. *What has been the expense of supporting said Shops during the year ending Oct. 31, A. D. 1849?*

ANSWER.

From Nov. 1, 1848, to May 1, 1849—

| | |
|--|-------------------|
| As charged for repairs of Engines, Cars, &c.: Stock, | \$3833.42 |
| " " " " " " " " Labor, | 8901.65 |
| | <u>\$12735.07</u> |
| As charged for construction, - - - | 627.33 |
| | <u>\$13362.40</u> |

The expense as above was not kept at the Shop, but was taken from the office books, as Shop and Stock Account.

From May 1 to Nov. 1, 1849.

| | | |
|------------------------------------|----------------|-------------------|
| As charged for repairs: Stock, | \$6770.62 | |
| " " " Labor, | 7320.49 | \$14091.11 |
| " " " miscellane's expense: Stock, | 260.82 | |
| " " " " Labor, | 25.38 | 286.20 |
| " " " Construction: Stock, - | 1365.92 | |
| " " " " Labor, - | 727.53 | |
| | <u>2093.45</u> | |
| | | <u>\$16470.76</u> |

Shop expense, from Nov. 1, 1848, to Nov. 1, 1849, 1 year, \$29833.16

| | | | | | | | |
|--|---|---|---|---|---|---|------------|
| Miscellaneous expense, including Engineers and Firemen, Watchmen and Switchmen, and other out-door labor, from Nov. 1, 1848, to May 1, 1849, | - | - | - | - | - | - | 4690.15 |
| Miscellaneous expense, as above, from May 1 to Nov. 1, 1849, | - | - | - | - | - | - | 5345.05 |
| Charged sundry individuals, | - | - | - | - | - | - | 4934.23 |
| “ Shop Stock, | - | - | - | - | - | - | 372.29 |
| | | | | | | | <hr/> |
| | | | | | | | 15341.72 |
| | | | | | | | <hr/> |
| Total, | | | | | | | \$45174.88 |

Running of Engines from May 1st to Nov. 1st, 1849.

| | | | | | | | |
|-------------------------|---|---|---|---|---|---|--------------|
| On Passenger Trains, | - | - | - | - | - | - | 48767 miles. |
| On Merchandise “ | - | - | - | - | - | - | 44057 “ |
| On Gravel “ | - | - | - | - | - | - | 8190 “ |
| On Wood “ | - | - | - | - | - | - | 3780 “ |
| | | | | | | | <hr/> |
| Total No. of miles run, | | | | | | | 104794 |

7th. *Whether in your judgment any reduction can be made in the annual expense of said Shops, and if any, to what amount?*

ANSWER. It is highly important that the Tools, Engines and Cars should be kept in good working condition, to do the business of the Road with economy. It is also necessary that a suitable quantity of spare work for the Engines should be constantly on hand, to be applied as needed; as it is often the case that the use of all the Engines is required on the Road.

A large amount of work will soon be required on the Engine Hampshire, besides the usual repairs, in consequence of the failure of the flue sheet in fire box, which should be attended to as soon as the machine can be spared from the Road.

It is, therefore, my opinion that no reduction can be made, consistent with true principles of economy, in the number of men as now employed at the Shop.

As to the expense of materials, that will be determined by the demand to be supplied, which I should estimate would be in about the same proportion as for the last six months.

ANSWER to J. B. Walker's request for statement of Stock sold sundry individuals.

| | | |
|-----------------------------------|-----------|-----------|
| Sold in exchange for materials, | \$1942.22 | |
| “ and paid for in cash, | 1391.81 | |
| “ for cash in J. Crombie's hands, | 193.13 | |
| “ and unsettled, | 1407.07 | |
| | <hr/> | 4934.23 |
| “ Passumpsic Railroad, | | 1246.94 |
| | | <hr/> |
| | | \$6181.17 |

Memorandum of Debts due and unsettled.

| | |
|-------------------------|-----------------|
| Nashua Iron Co.,† | 213.82 |
| W. P. & T. H. Ford,† | 37.38 |
| Alden & Kcser,* | 2.00 |
| C. H. Gilchrist,* | 5.51 |
| E. M. Woodworth,* | 3.11 |
| Robert Hale, | 1.75 |
| A. Latham & Co.,† | 51.89 |
| J. L. Robinson,† | 3.41 |
| Amoskeag Manf. Co.,§ | 976.10 |
| Williams, Bird & Co.,† | 7.20 |
| Vt. & Mass. Railroad, | 5.00 |
| Mr. Thompson, | 24.41 |
| Junction Depôt, | 4.87 |
| Porter, Rolfe & Brown,† | 64.62 |
| John Crombie, | 1.75 |
| G. D. Abbot,‡ | 4.25 |
| | <hr/> \$1407.07 |

* Not good.

† To be paid in Stock.

‡ To be paid in work.

§ \$500.00 as allowed on bill of Engine.

126.10 for use of Tender.

50.00 for Tools and Castings.

300.00 due in cash.

\$976.10

Cost, estimated Value, and Depreciation of Engines, Cars, &c., of Northern Railroad, May 1, 1850.

| No. | Description. | Lbs. w'ght. | * | Cost. | Total Cost. | Pres. Value. | Total Value. | Depreciation. | Total Depreciation. |
|-----|---|-------------|---|--------|-------------|----------------------------|--------------|---------------|---------------------|
| | Engine Etna, | 47400 | 8 | \$8150 | | \$7300 | | \$850 | |
| | " Hampshire, | 52500 | 8 | 8500 | | 8500 | | | |
| | " Grafton, | 42850 | 8 | 7850 | | 6900 | | 950 | |
| | " Contoocook, | 30000 | 8 | 6778 | | 5000 | | 1778 | |
| | " Shaker, | 45300 | 8 | 7550 | | 6600 | | 950 | |
| | " Lebanon, | 45300 | 8 | 7550 | | 6600 | | 950 | |
| | " Blackwater, | 45700 | 8 | 7550 | | 6800 | | 750 | |
| | " Pemigewasset, | 45300 | 8 | 7550 | | 6800 | | 750 | |
| | " Franklin, | 39800 | 8 | 7350 | | 6100 | | 1250 | |
| | " Mascomy, | 39800 | 8 | 7350 | | 6500 | | 850 | |
| | " Bristol, | 32000 | 8 | 7000 | | 6000 | | 1000 | |
| | " Jehu, | 22000 | 6 | 1500 | | 800 | | 700 | |
| | 4 Pairs Drive Wheels, | | | 2100 | | 1800 | | 300 | |
| | 2 Pairs Truck Wheels, | | | 140 | | 140 | | | |
| | 2 Pairs Tender Wheels, | | | 140 | \$87058.00 | 140 | \$75980.00 | | \$11078.00 |
| | | Cost each. | | | | | | | |
| 2 | Snow Ploughs, | \$700 | 6 | 1400 | | 1400 | | | |
| 2 | " " | 500 | 4 | 1000 | | 1000 | | | |
| 5 | " " | 175 | | 875 | | 750 | | 125 | |
| 1 | Scraper, | | | 75.54 | 3350.54 | 75.54 | 3225.54 | | 125.00 |
| 12 | Passenger Cars, (1) | 2050 | 8 | 24600 | | 19600 | | 5000 | |
| 3 | Baggage " | 875 | 8 | 2625 | | 2100 | | 525 | |
| 2 | " and Mail Cars, | 1450 | 8 | 2900 | | 2000 | | 900 | |
| 3 | " Cars, | 425 | 4 | 1275 | | 1050 | | 225 | |
| 2 | Sets Trucks, | | | 907 | | 700 | | 207 | |
| 1 | Baggage Crate. | | | 1350 | 33657.00 | 1350 | 26800.00 | | 6857.00 |
| 61 | Platform Cars, | 570 | 8 | 34770 | | 24400 | | 10370 | |
| 20 | " " | 265 | 4 | 5300 | | 4000 | | 1300 | |
| 26 | Box " | 365 | 4 | 9490 | | 6240 | | 3250 | |
| 63 | " " | 700 | 8 | 44100 | | 28350 | | 15750 | |
| | Car Covers & Salt Boxes, | | | 1071 | | 300 | | 771 | |
| | Extra Boxes & Springs, | | | 79.09 | 94810.09 | | 63290.00 | 79.09 | 31520.09 |
| 19 | Hand Cars, (2) | 105 | 4 | 1995 | | 1020 | | 975 | |
| 14 | Section Cars, | 60 | 4 | 840 | | 630 | | 210 | |
| 1 | Bridge " | 60 | 4 | 60 | | 50 | | 10 | |
| 11 | Wood " | 59.09 | 4 | 650 | | 550 | | 100 | |
| 1 | Crane " | 280 | 4 | 280 | | 175 | | 105 | |
| 17 | Gravel " | 270 | 4 | 4590 | | 3060 | | 1530 | |
| 30 | " (3) | 190 | 4 | 5700 | | 1320 | | 4380 | |
| 12 | Stone (4) | 150 | 4 | 1800 | | 900 | | 900 | |
| 3 | Iron (5) | 63.34 | 4 | 190 | | | | 190 | |
| 45 | Small Dump Cars, (6) | 39.23 | 4 | 1765 | 17870.00 | 280 | 7985.00 | 1485 | 9885.00 |
| | Sundry repairs charge'ble to Cars for construction, | | | 312.75 | 312.75 | | | | 312.75 |
| | | | | | \$237058.38 | \$177280.54 (7) \$59777.84 | | | |

* Number of Wheels.

(1) 1 Passenger Car lent Portsmouth Railroad Co.

(2) 1 Hand Car broken up, and 1 sold.

(3) 11 Gravel Cars now on hand, the rest sold.

(4) 3 Stone Cars have been broken up.

(5) 2 Iron or Turtle Cars broken up, and 1 sold.

(6) 38 Small Dump Cars sold or broken up.

(7) From depreciation should be deducted \$3012.50, the amount received for Cars sold sundry individuals.

Recapitulation.

| | |
|-------------------------------------|-------------|
| Cost of Engines and Cars, | \$237058.38 |
| Charged to Construction, | 2689.20 |
| | <hr/> |
| | \$239747.58 |
| Deduct for Cars sold, | 3012.50 |
| “ “ Depreciation, | 56765.34 |
| “ “ charged Construction, | 2689.20 |
| | <hr/> |
| | \$62467.04 |
| Present value, | <hr/> |
| | \$177280.54 |

CONDITION OF ENGINES AND CARS, MAY 1, 1850.

1. ETNA; requires some general repairs and the Tires turned off.
2. HAMPSHIRE; has recently been thoroughly repaired, and an additional pair of Drivers added, and new Tires put on all the wheels; and is now estimated at first cost.
3. PEMIGEWASSETT; has just been fitted up with new Tires and put in thorough repair.
4. CONTOOCOOK; will need a general repairing soon.
5. GRAFTON, MASCOMY, BLACKWATER and BRISTOL; have all, within a short time, been fitted up with new Tires, and put in good repair.
6. SHAKER and LEBANON; are in pretty good working condition.
7. FRANKLIN; will soon need new Tires, and general repairs.
8. JEHU; is now unfit for use.
9. Spare Drivers & Trucks, are in good condition.
10. Nine Passenger Cars have recently had new wheels and boxes, and been varnished or painted; estimated depreciation per Car, \$350.00.
11. One Passenger Car needs painting; depreciation \$550.00.
12. Two Passenger Cars need painting and new wheels, with some slight repairs; depreciation \$650.00 per car.
13. Three Baggage Cars; have had new wheels within three months; the others are in good condition.
14. Merchandise Cars, estimated depreciation \$6.00 per wheel on 1176 wheels. Depreciation on trucks, springs, bodies, &c.:

| | |
|---------------------------------|----------|
| per long platform Cars, | \$122.00 |
| “ short “ “ | 41.00 |
| “ “ box “ | 101.00 |
| “ long “ “ | 202.00 |
15. Hand and Gravel Cars, considerably worn.
16. Nineteen Gravel, 23 Dump, 1 Hand and 1 Iron Car, have been sold; 4 Stone, 2 Iron, 14 Dump, and 1 Hand Car have been broken up and worn out.

Memorandum of Cars sold, which should be credited to depreciation, viz.

| | |
|---|-----------|
| 1 Hand Car sold Passumpsic R. R. Co., | \$85.00 |
| 14 Gravel Cars sold Vt. Central R. R. Co., | 1540.00 |
| 5 Gravel " sold Manchester & Lawrence R. R. Co., | 600.00 |
| 4 Dump " sold Smith & Dolloff, | 130.00 |
| 14 " " sold A. P. Balch, | 455.00 |
| 5 " " sold Eastman, Page & Co., | 162.50 |
| 1 Iron, or Turtle Car, sold Passumpsic R. R. Co., | 40.00 |
| | <hr/> |
| | \$3012.50 |

Cost of Depots, Engine Houses, Shops, Water Stations, Furniture and Fixtures, and Land for the same, on the Northern Railroad, to May 1, 1850.

Concord.

| | |
|--|------------|
| Land for Buildings and Water Stations, | \$2950.91 |
| Grading for do. | 5318.59 |
| Foundations for do. | 4748.15 |
| Engine House, Shop and Fixtures, | 29934.15 |
| Wood Sheds, | 1600.00 |
| Car House, | 1400.00 |
| Water Station, | 2925.94 |
| Section House, | 75.00 |
| | <hr/> |
| | \$48952.74 |

West Concord.

| | |
|--------------------------------|--------|
| Passenger and Freight Station, | 325.00 |
|--------------------------------|--------|

Fisherville.

| | |
|----------------------------------|---------|
| Passenger Station and Furniture, | 1826.15 |
| Freight " " | 1210.75 |
| Water Station, | 33.00 |
| Grading, | 278.43 |
| Section House, | 75.00 |
| | <hr/> |
| | 3423.33 |

\$52701.07

Boscawen.

| | |
|--------------------------------------|---------|
| Land for Building and Water Station, | 186.28 |
| Wood Shed, | 400.00 |
| Freight Station and Fixtures, | 890.00 |
| Passenger " " | 1525.00 |
| Water " " | 1156.00 |
| Grading and Bank Walls, | 308.41 |
| | <hr/> |
| | 4465.69 |

North Boscawen.

| | | |
|--------------------------------|---------|---------|
| Wood Shed, | 278.37 | |
| Passenger and Freight Station, | 1235.00 | |
| Land for do., | 100.00 | |
| Grading, | 89.79 | |
| Section House, | 75.00 | |
| | <hr/> | |
| | 1778.16 | 6243.85 |

Webster Place.

| | |
|--------------------------------|--------|
| Passenger and Freight Station, | 185.00 |
|--------------------------------|--------|

Franklin.

| | | |
|--|----------|----------|
| Passenger Station, | 4200.00 | |
| Engine House, | 2650.50 | |
| Grading and Bank Walls, | 2154.46 | |
| Freight Station, | 1986.19 | |
| Wood Shed, 872.87, Water Station, 1551.26, | 2424.13 | |
| Car House, 100.00 ; Section House, 75.00 ; | 175.00 | |
| Land, | 30.00 | |
| | <hr/> | |
| | 13620.28 | 13805.28 |

East Andover.

| | |
|--------------------------------|---------|
| Passenger and Freight Station, | 897.00 |
| Water Station, | 685.00 |
| Wood Shed, | 575.00 |
| Land, | 125.00 |
| Section House, | 75.00 |
| | <hr/> |
| | 2357.00 |

Andover.

| | |
|--------------------------------|---------|
| Passenger and Freight Station, | 670.00 |
| Section House, | 75.00 |
| Wood Shed at Andover Plains, | 260.00 |
| Grading for do., | 30.00 |
| Land, | 50.00 |
| | <hr/> |
| | 1085.00 |

Potter Place.

| | |
|--------------------------------|---------|
| Passenger and Freight Station, | 1150.28 |
| Wood Shed, | 830.50 |
| Temporary Engine House, | 4.34 |
| Water Station, | 870.00 |
| Grading, | 225.28 |
| Land, | 65.00 |
| | <hr/> |
| | 3144.90 |

Edson's.

| | | |
|--------------------------------|---------|---------|
| Passenger and Freight Station, | 1060.00 | |
| Land, | 175.00 | |
| Wood Shed at Frazier's, | 267.00 | |
| Grading for do., | 30.00 | |
| | <hr/> | |
| | 1532.00 | 8118.90 |

Danbury.

| | | |
|---|---------|---------|
| Passenger Station and Tenement Furniture, | 1659.56 | |
| Freight Station, | 395.00 | |
| Water Station, | 837.27 | |
| Grading, | 245.01 | |
| Land, | 175.00 | |
| Wood Shed, | 827.00 | |
| Section House, | 75.00 | |
| | <hr/> | |
| | | 4213.84 |

Grafton.

| | | |
|---------------------------------|---------|---------|
| Passenger Station and Tenement, | 1641.44 | |
| Freight " | 395.00 | |
| Water " | 763.25 | |
| Wood Shed, | 600.00 | |
| Grading, | 249.43 | |
| Land, | 17.75 | |
| Temporary Engine and Car House, | 111.00 | |
| Temporary Freight House, | 130.48 | |
| Section House, | 75.00 | |
| | <hr/> | |
| | | 3983.35 |

Canaan.

| | | |
|---------------------------------|---------|--|
| Passenger Station and Tenement, | 1665.00 | |
| Freight " | 2322.78 | |
| Engine House and Tenements, | 1406.00 | |
| Water Station, | 980.00 | |
| Land, | 45.00 | |
| Grading, | 164.13 | |
| Wood Shed, | 685.00 | |
| Section House, | 75.00 | |
| | <hr/> | |
| | 7342.91 | |

West Canaan.

| | | |
|------------|--------|---------|
| Wood Shed, | 275.00 | |
| Land, | 45.33 | |
| | <hr/> | |
| | 320.33 | 7663.24 |

Enfield.

| | |
|---|---------|
| Passenger Station and Tenements, | 1640.00 |
| Freight " " " | 958.00 |
| Wood Shed, 450.00; Water Station, 712.78, | 1162.78 |
| Grading, 451.30; Land, 112.00; | 563.30 |
| Section House, | 75.00 |

4399.08
East Lebanon.

| | |
|--|---------|
| Passenger & Freight Station and Tenements, | 1339.27 |
| Land, | 105.00 |
| Section House, | 75.00 |

1519.27
Lebanon.

| | |
|--------------------------|---------|
| Passenger Station, | 1896.75 |
| Freight " " | 1716.05 |
| Engine House, | 750.00 |
| Wood Shed, | 566.47 |
| Water Station, | 285.00 |
| Temporary Freight House, | 215.05 |
| Temporary Car " " | 110.00 |
| Land, | 400.00 |
| Section House, | 75.00 |

6014.32
West Lebanon.

| | |
|-------------------------|----------|
| Land for Buildings, | 4480.00 |
| Grading and Bank Walls, | 1107.00 |
| Engine House and Shop, | 16279.13 |
| Passenger Station, | 927.00 |
| Freight " " | 885.42 |
| Ten Tenements, | 5824.72 |
| Wood Sheds, | 1005.00 |
| Car House, | 1175.00 |
| Water Station, | 1699.70 |

33382.97 142.045.17

White River Junction Depot,
Land for do.,

435.00
1000.00

Paid A. Wood's loss of time and damage, not building
Passenger House at Edson's, and Passenger and
Family House at Railroad House,

283.89

\$143764.06

Franklin and Bristol Railroad.

Bristol.

| | |
|----------------------------|---------|
| Passenger Station, | 1116.64 |
| Freight " | 976.00 |
| Engine House, | 645.17 |
| Water House, | 788.87 |
| Car House, | 630.00 |
| Wood Shed, | 350.00 |
| Turn Table and Track, | 523.97 |
| Two Tenements, | 900.40 |
| Grading, Masonry and Road, | 1172.74 |
| Land, | 303.47 |
| | <hr/> |
| | 7407.26 |

Hill.

| | | |
|--|---------|----------|
| Passenger and Freight Station and Store, | 2648.80 | |
| Two Section Houses, | 150.00 | |
| | <hr/> | |
| | 2798.80 | 10206.06 |

RECAPITULATION.

| | | |
|--|-----------|-------------|
| Buildings, N. R. R., | 110438.76 | |
| Water Stations, " | 12499.20 | |
| Land, " | 10062.27 | |
| Grading, " | 10763.83 | |
| | <hr/> | 143764.06 |
| Buildings, B. R. R., | 7417.01 | |
| Water Stations, " | 788.87 | |
| Turn Table, " | 523.97 | |
| Land, " | 303.47 | |
| Grading, " | 1172.74 | |
| | <hr/> | 10206.06 |
| Shop Tools, | | 13171.34 |
| | | <hr/> |
| | | \$167141.46 |
| Total cost of Buildings, Water Stations, | | |
| Land, Grading and Shop Tools, | | 167141.46 |
| Depreciation of Buildings, | 10000.00 | |
| " of Water Stations, | 1000.00 | |
| " of Shop Tools, | 2000.00 | |
| | <hr/> | 13000.00 |
| | | <hr/> |
| Present value, | | \$154141.46 |

DESCRIPTION OF BUILDINGS ON NORTHERN RAILROAD.

Concord.

Engine House, 126 ft. in diameter, with tracks for sixteen Engines, and Turntable 40 ft. in diameter, an Oil and Store Room, and Closets.

Machine Shop, 196 ft. long by 50 ft. wide, divided into an Iron Shop, 89×50 ft., and Wood Shop, 80×50 ft., with a basement story underneath, for sawing and planing lumber; also, a half story above, containing Pattern Shop and Store Rooms.

Smith Shop, 40×40 ft., with an L 30×18 ft., with a basement story for storage of coal and iron.

Boiler Room, 28×10 ft.

All the above are built of brick and stone, with slated roofs.

Car House, 109×50 ft., built of wood.

Wood Shed, 175×60 ft., " " "

Waste House and Privy, 24×18 ft., " " "

Section House, 10×12 ft., " " "

West Concord.

Station House, 27×15 feet, divided into Passenger and Freight Rooms.

Fisherville.

Passenger Station, 24×50 feet, with an L, 18×12 feet. The Roof and Platform project each side 6 feet. The first story contains passenger room and ticket office, with a tenement for a family. In the tenement are dining and sitting rooms, kitchen, closets, wood room and privy, with four chambers and closets on the floor above.

Freight House, 66×40 feet.

Section House, 9×12 "

Boscawen.

Passenger Station and Tenement, same as Fisherville.

Freight House, 34×44 feet.

Wood Room and Privy, 12×16 feet.

Wood Shed, 30×90 feet, with water station room.

North Boscawen.

Passenger Station, 21×50 feet, $1\frac{1}{2}$ story, with the roof projecting 5 feet on each side, and an L, 14×16 feet, one story high, and contains Passenger Room, Freight Room, and a tenement of four rooms, with closets, wood room and privy.

Wood Shed, 30×60 feet.

Section House, 9×12 feet.

Webster Place.

Passenger Station, 12×16 feet.

Franklin.

Passenger Station, 32×62 feet, with roof and platform projecting 8 feet on each side, $1\frac{1}{2}$ stories high, with a basement; and contains four rooms for passengers, and baggage and ticket office, with two tenements of six rooms each.

Freight House, 40×100 feet, with an L, 24×47 feet.

Engine House, 70×70 “

Waste House, 16×24 “

1 Wood Shed, 20×62 “

1 “ “ 34×250 “

Car House, 12×54 “

Water House, 18 feet in diameter.

Section House, 9×12 feet.

Wood House and Privy, 10×15 feet.

East Andover.

Station House, 20×40 feet, divided into passenger and freight rooms.

Wood Shed, 30×120 feet.

Water House, 14×30 feet.

Section “ 9×12 “

Andover Plains.

Wood Shed, 30×60 feet.

Andover Centre.

Station House, 15×27 feet, divided into passenger and freight rooms.

Potter Place.

Station House, 40×60 feet, divided into passenger and freight rooms.

Wood Shed, 30×120 “

Water House, 14×30 .

West Andover.

Station House, 15×27 feet, divided into passenger and freight rooms.

Freight House, 30×40 feet.

Frasier's.

Wood Shed, 30×60 feet.

Danbury.

Passenger Station and Tenement, same as Fisherville.

Freight House, 20×30 feet.

Water House, 18 feet in diameter.

1 Wood Shed, 30×80 feet.

1 Wood Shed, 30×100 feet.

Section House, 9×12 feet.

Grafton.

For description of buildings, see *Danbury*.

Canaan.

Passenger Station and Tenements, same as Fisherville.

Freight House, 90×32 feet, with an L, 30×20 feet.

Engine House, 27×100 feet, with three tenements in one end.

Water House, 15×30 feet.

1 Wood Shed, 30×84 feet.

1 " " 30×60 "

Section House, 9×12 "

West Canaan.

Wood Shed, 30×60 feet.

Enfield.

Passenger Station and Tenements, same as Fisherville.

Freight House, 32 by 44 feet.

Wood Shed, 30 by 100 feet.

Water House, 12 by 15 feet.

Section " 9 by 12 feet.

East Lebanon.

Passenger Station, 21 by 50 feet, with an L, 12 by 16 feet; containing also a tenement with kitchen, sitting room, sink room, wood room and closets, with three chambers and closets on second floor.

Section House, 9 by 12 feet.

Lebanon.

Passenger Station, 25 by 73 feet, with roof and platform projecting 6 feet on each side; and containing two rooms for passengers, a ticket office, baggage room, and two chambers.

Wood House and Privy, 12 by 17 feet.

Freight House, 40 by 80 feet, with an L, 20 by 30 feet.

Engine " 25 by 100 feet.

Water " 12 by 30 "

Wood Shed, 30 by 80 "

Section House, 9 by 12 "

West Lebanon.

Engine House, 130 feet in diameter, with tracks for 16 engines; Turn-table, 40 feet in diameter, with Oil and Store Rooms.

Repair Shop, 50 by 80 feet. The above buildings are of stone, with slated roofs.

Passenger Station, 21 by 50 feet, containing two passenger rooms, ticket office, baggage room, and one chamber.

Freight House, 40 by 60 feet.

Car House, 44 by 115 feet, with an L, 8 by 12 feet.

Privy and Wood Room, 12 by 14 feet.

Wood Shed, 40 by 160 feet.

Coal Room and Privy, 12 by 18 feet.

1 Block of 4 Tenements, 24 by 84 feet, with 2 Ls, 24 by 30.

2 " " 2 Tenements, each 28 by 30 ft., with an L, 22 by 30.

1 " " 2 Tenements, 32 by 30 feet, with an L, 24 by 30.

Bristol.

Passenger Station, 21 by 46 feet, containing two passenger rooms, ticket office, baggage rooms, and two chambers.

1 Wood Room and Privy, 10 by 12 feet.

Engine House, 42 by 50 feet.

Freight House, 34 by 64 feet.

Car House, 26 by 80 feet.

Wood Shed, 30 by 60 feet.

1 Block of two Tenements, each 28 by 34 feet, with an L, 20 by 20 feet.

Hill.

Station House, 35½ by 127 feet, divided into passenger and freight rooms, and a store.

Two Section Houses, 9 by 12 feet each.

LIST OF SHOP TOOLS, NORTHERN RAILROAD, MAY 1, 1850.

| | |
|--|----------|
| One 11 feet Lathe, | \$350.00 |
| Intermediate Shafts and Pulleys, | 15.00 |
| One 11 feet Planer, | 800.00 |
| Intermediates, | 30.00 |
| One 15 feet Double Head Hand Lathe, | 210.00 |
| Intermediates, | 30.00 |
| One 6 feet Engine Lathe, | 150.00 |
| Intermediates, | 12.00 |
| One 10 feet Lathe, for wood, | 90.00 |
| Intermediates, | 11.00 |
| One 42 inch Blower, | 75.00 |
| Intermediates, | 15.00 |
| One Boring Lathe, | 35.00 |
| Intermediates, | 15.00 |
| One Vertical Drill, | 300.00 |
| Intermediates, | 12.00 |
| Two Mitre Gears, | 29.82 |
| One large Lathe, | 1200.00 |
| Intermediates, Feed, Splining and Drill Appurtenances, | 100.00 |
| One Stationary Engine and Flue Boiler, | 2013.20 |
| One 24 inch Scrole Chuck, | 60.00 |

| | |
|--|---------|
| One 14 inch Scrole Chuck, | \$40.00 |
| One Bolt Cutter, | 260.00 |
| Intermediates, | 10.00 |
| One 19 ft. Lathe, | 625.00 |
| Intermediates, | 16.00 |
| One 6 ft. Engine Lathe, | 150.00 |
| Intermediates, | 11.00 |
| One Machine for boring Cylinders, | 275.00 |
| One Small Planer, | 250.00 |
| Intermediates, | 20.00 |
| One Mortise Machine and extra Chisels, | 47.00 |
| One Tenon Machine, | 90.00 |
| Intermediates, | 11.00 |
| One Tonguing and Grooving Machine, | 40.00 |
| Intermediates, | 8.00 |
| One Daniel's Wood Planer, | 330.00 |
| One large Splitting Saw Machine, | 120.00 |
| Intermediates, | 25.00 |
| One Cut-Off Saw, | 35.00 |
| Intermediates, | 15.00 |
| One Whip Saw, | 40.00 |
| Intermediates, | 12.00 |
| Two Splitting Saws, | 65.00 |
| Intermediates, | 25.00 |
| One Cut-Off Saw, | 30.00 |
| Intermediates, | 11.00 |
| One Paint Mill, | 30.00 |
| One large Circular Saw, for wood, | 65.00 |
| Shafting, Hangers and Pulleys for do., | 350.00 |
| One Trip Hammer and Fixtures, | 450.00 |
| Two Grindstones and fixtures, | 50.00 |
| One Spike Machine, | 20.00 |
| One Drill, | 35.00 |
| 5189 lbs. Shafting, at 10c., | 518.90 |
| 8205 " Hangers and Pulleys, at 6½ c., | 533.32 |
| Lot of Hangers and Pulleys, | 87.68 |
| Belting, | 500.00 |
| Patent Right, | 112.00 |

\$10.865.92

The balance of Tools consists in part of Anvils, Sledges, Hammers, Chisels, and sundry Smiths' Tools,—Jack Screws, Clamps, apparatus for drawing Wheels; Hammers, Wrenches, Vises, and sundry Machinists' Tools; also, Saws, Files, Chisels, Axes, Adzes; and sundry tools for Wood Workmen, a portion of which has been used up and carried away,

\$2.305.42

\$13.171.34

List of the Persons in the employ of the Northern Railroad Corporation, Service, Salary and Residence, April 30th, 1850.

| Location. | Name. | Service. | Am't. paid. | Per diem or otherwise. |
|---------------|---|--|-------------|------------------------|
| Franklin, | G. W. Nesmith, | President, | \$1200.00 | per annum. |
| Boston, | John R. Brewer, | Director, | { 3.00* | per diem, & expenses. |
| Charlestown, | George A. Kettell, | " | 3.00* | " |
| Lowell, | J. B. French, | " | 3.00* | " |
| Boston, | Wm. J. Walker, | " | 3.00* | " |
| Lebanon, | Timothy Kenrick, | " | 3.00* | " |
| Concord, | Joseph B. Walker, | " | 3.00* | " |
| " | Joseph B. Walker, Clerk of Corporation, | | { 100.00 | per annum, & expenses. |
| Boston, | George A. Kettell, | Treas'r, and clerk hire, | 1800.00 | " |
| Concord, | Onslow Stearns, | Agent, | 2000.00 | " |
| " | George E. Todd, | Agent's Clerk & Ticket Master, | { 600.00 | " |
| " | John Crombie, | Supt. of Machine Shop, | 1200.00 | " |
| " | James Buswell, | Clerk of " " | 420.00 | " |
| West Lebanon, | Giles W. Alcock, | Station Agent, | 550.00 | " |
| Concord, | Otis E. Stevens, | Machinist, | 60.00 | per month. |
| " | Solon Fisk, | " | 1.67 | per diem. |
| " | Benjamin Merrill, | " | 1.50 | " |
| " | John C. Hall, | " | 1.50 | " |
| " | David E. Gilman, | " | 1.62 | " |
| " | Seth J. Dole, | " | 1.42 | " |
| " | Chas. E. Robbins, | " | 1.33 | " |
| " | B. F. Dnnklee, | " | 1.25 | " |
| " | A. H. Morrison, | " | 1.25 | " |
| " | Moses T. Palmer, | " | .87 | " |
| " | Henry Weeks, | " | 1.17 | " |
| " | B. W. Robbins, | Blacksmith, | 2.00 | " |
| " | P. R. Stevens, | " | 1.42 | " |
| " | Henry Hayes, | " | 1.67 | " |
| " | M. Laducer, | " | 1.25 | " |
| West Lebanon, | T. R. Blaisdale, | " | 1.75 | " |
| " | Lewis Groves, | " | 1.25 | " |
| Concord, | J. G. Alden, | Wood Workman, | 1.75 | " |
| " | Lewis Barter, | " | 1.50 | " |
| " | B. F. Wolcott, | " | 1.25 | " |
| " | O. W. Whittier, | " | 1.92 | " |
| " | D. J. Abbott, | Painter, | 1.50 | " |
| " | Daniel Fox, | Car Repairs, | 1.00 | " |
| " | John Geenty, | " | 1.17 | " |
| " | Joshua Ingalls, | Stationary Engine, Runner, | 1.25 | " |
| " | Andrew Grant, | Shifting and Cleaning } Cars, and Flagman, } | 1.15 | " |
| " | Patrick Somers, | " | .90 | " |
| " | Charles Clark, | Switch & Watchman, | 1.12½ | " |
| " | Leonard Fisk, | " | 1.00 | " |
| West Lebanon, | E. Harrington, | " | 1.12½ | " |
| Concord, | Josiah Hill, | Repairs of Water Fix- } tures, Depots, &c., } | 1.58 | " |
| " | John Quinn, | Handling & sawing wood, | 1.00 | " |

* This price is allowed when transacting business for the Corporation.

| Location. | Name. | Service. | Amt. paid. | Per diem or otherwise. |
|----------------|---|--|------------|------------------------|
| Concord, | John Quinn, Jr., | Handling & sawing wood, | \$0.50 | per diem. |
| " | Thomas White, | Engine Man, | 60 00 | per month. |
| West Lebanon, | John Lovejoy, | " | 2.25 | per diem. |
| " | Daniel A. Clark, | " | 2.00 | " |
| Concord, | Christopher Kennan, | " | 2.00 | " |
| " | Henry Cheney, | " | 2.25 | " |
| " | John W. Kendrick, | " | 1.54 | " |
| " | John A. Leighton, | " | 2.00 | " |
| " | Calvin Eaton, | " | 1.54 | " |
| West Lebanon, | R. M. Smith, | Fireman, | 1.25 | " |
| Bristol, | J. G. Rollins, | Engine Man, | 1.54 | " |
| Concord, | James Batchelder, | Fireman, | 1.25 | " |
| " | James Laragee, | " | 1.25 | " |
| " | J. D. Blaisdale, | " | 1.25 | " |
| " | Samuel C. Foss, | " | 1.25 | " |
| " | J. R. Mack, | " | 1.25 | " |
| Bristol, | T. P. Frost, | " | 1.00 | " |
| " | J. F. Stark, | " | 1.25 | " |
| West Lebanon, | H. S. Shattuck, | Passenger Conductor, | 41.67 | per month. |
| Concord, | R. N. Corning, | " | 41.67 | " |
| Bristol, | A. J. Wright, | " | 35.00 | " |
| Upper & Lower | } Horace Rowell, Bag. & Brake., } Boston to } } Oscar Morse, " } Burling'n } } James Frazier, " } Junction, } | } | 40.00 | " |
| End of Roads, | | | 30.00 | " |
| | | | 30.00 | " |
| Concord, | W. M. Parker, | Supt. of Transportation, | 1000.00 | per annum. |
| Concord, | Josiah O. Stearns, | Assistant to Freight and Ticket Masters, & Extra Conductor, &c., | 26.00 | per month. |
| West Lebanon, | Norman Currier, | Conductor Freight Train, | 45.83 | " |
| " | James Alcock, | " | 45.83 | " |
| " | James D. Bailey, | " | 45.83 | " |
| " | Jewett Hosley, | " | 45.83 | " |
| " | John Follansby, | Brakeman, | 35.00 | " |
| " | Horatio Gale, | " | 35.00 | " |
| " | J. Richardson, | Station Agent, | 1.00 | per diem. |
| Lebanon, | Chas. P. Blanchard, | " | 1.11½ | " |
| Enfield, | S. T. Vaughn, | " | 1.00 | " |
| Canaan, | C. S. Putnam, | " | 30.00 | per month. |
| Grafton, | Daniel Fox, | " | 1.10 | per diem. |
| Danbury, | John P. Osgood, | " | 1.00 | " |
| West Andover, | James M. Moody, | " | 22.00 | per month. |
| Andover, | J. H. Brown, | " | 1.00 | per diem. |
| East Andover, | Nehemiah Emerson, | " | 16.67 | per month. |
| Franklin, | Ira Greoley, | " | 1.50 | per diem. |
| " | Edson Clough, | Assistant, | 1.00 | " |
| Bristol, | Samuel Dustin, | " | 1.17 | " |
| Boscawen, | Lyseas Emerson, | " | 1.00 | " |
| Fisherville, | Edward L. York, | " | 1.25 | " |
| " | Patrick Corday, | " | 1.00 | " |
| Franklin, | S. Frothingham, | Switch & Baggage Man, | 1.00 | " |
| Concord, | H. J. Lombard, | Engineer & R. Master, | 1000.00 | per annum. |
| " | Nelson Russell, | Foreman of Repairs, Sec. 1, | 31.25 | per month. |
| Fisherville, | Nathan W. Carr, | " | 2, 31.25 | " |
| N. Boscawen, | Ezra Davis, | " | 3, 31.25 | " |
| Franklin, | J. W. Richardson, | " | 4, 31.25 | " |
| East Andover, | Thomas Clough, | " | 5, 31.25 | " |
| Andover, | James Scales, | " | 6, 31.25 | " |
| Gungwam Place, | L. Stockwell, | " | 7, 31.25 | " |

| Location. | Name. | Service. | Amt. paid. | Per diem or otherwise. |
|-----------------|-------------------|---------------------------------|----------------|------------------------|
| Grafton, | George Aulis, | Foreman of Repairs, Sec. 8, | 31.25 | per month. |
| Canaan, | William Barry, | " | 9, 31.25 | " |
| Enfield, | Henry Webster, | " | 10, 31.25 | " |
| East Lebanon, | Ebenezer Goodwin, | " | 11, 31.25 | " |
| West Lebanon, | Nath'l Whittier, | " | 12, 31.25 | " |
| Concord, | Moses Lull, | Lab. on Repairs, Sec. 1, | 25.00 | " |
| " | Charles Conant, | " | 25.00 | " |
| Fisherville, | John Mayer, | " | Sec. 2, 25.00 | " |
| " | John Driscoll, | " | " 25.00 | " |
| N. Boscawen, | George Andrews, | " | Sec. 3, 25.00 | " |
| " | Rufus J. Fellows, | " | " 25.00 | " |
| Franklin, | Patrick Gaiety, | " | Sec. 4, 25.00 | " |
| " | John Kelcey, | " | " 25.00 | " |
| East Andover, | Solomon Dodge, | " | Sec. 5, 25.00 | " |
| " | Nicholas Landers, | " | " 25.00 | " |
| Andover, | William Stanley, | " | Sec. 6, 25.00 | " |
| " | Daniel Sanborn, | " | " 25.00 | " |
| Gungewam Place, | John Linnehen, | " | Sec. 7, 25.00 | " |
| " | James Martin, | " | " 25.00 | " |
| Grafton, | Charles Mahegan, | " | Sec. 8, 25.00 | " |
| " | Dennis Daisey, | " | " 25.00 | " |
| Canaan, | William Berry, | " | Sec. 9, 25.00 | " |
| " | John Sullivan, | " | " 25.00 | " |
| Enfield, | Matthew Sullivan, | " | Sec. 10, 25.00 | " |
| " | Dennis Sullivan, | " | " 25.00 | " |
| East Lebanon, | Albert Muchmore, | " | Sec. 11, 25.00 | " |
| " | J. Whittier, | " | " 25.00 | " |
| West Lebanon, | Michael Loftus, | " | Sec. 12, 25.00 | " |
| " | A. Sturdivant, | " | " 25.00 | " |
| Hill, | Joseph P. Ladd, | Foreman Repairs Bristol } 37.50 | | " |
| " | John M. Heath, | Branch, Assistant " } | 26.00 | " |
| " | Anthony Kine, | Laborer " " | 23.50 | " |
| " | Patrick Hickey, | " " " | 23.50 | " |
| Enfield, | Jacob C. Bean, | Bridge Repairs, | 1.50 | per diem. |
| Canaan, | Charles Messure, | Wood Hand, | 1.00 | " |
| " | Richard Wells, | " | 1.00 | " |
| " | Richard Clark, | " | 1.25 | " |
| Boscawen, | John Adams, | " | 1.00 | " |

[All the wood used is sawed by contract, except at the Concord Station.]
 William Hoffman, Foreman, at \$1.25 per day, and 15 Laborers at 85 cts., employed in sloping Cuts and widening Embankments.

S. C. Bean, } Employed in arching and completing the
 Madison Currier, } Roofing of the Bridges, &c., at an average
 Chester Bean, } per day of \$1.22.

ENGINE AND MACHINE SHOP, MAY 1, 1850.**NORTHERN RAILROAD SHOP STOCK AND LABOR ACCOUNT, DR.**

| | | |
|-------------------------------------|-----------|-------------|
| To Stock on hand Nov. 1, 1849, | \$8450.60 | |
| 1850, May 1. " paid Cash for Stock, | 9194.18 | |
| " " in Materials for Stock, | 1287.04 | |
| " now due for Stock, | 656.48 | \$19588.30. |
| <hr/> | | |
| " Amoumt of Pay Rolls, | 12490.76 | |
| " " " J. Crombie's Bill, | 600.00 | \$13090.76 |
| <hr/> | | |
| | | \$32679.06 |

CONTRA CR.

By Stock and Labor as follows:

| | Stock. | Labor. | Tot. Stock & Labor. | Total. |
|--|-----------|-----------|------------------------|------------|
| Construction of Bridges, . . . | \$157.54 | \$45.73 | \$203.27 | |
| " " Road, . . . | 36.20 | 21.30 | 57.50 | |
| " " Road Tools, . . . | 54.64 | 59.23 | 113.87 | |
| " " Passenger Stations, . . . | 20.75 | 24.52 | 45.27 | |
| <hr/> | | | | \$419.91 |
| Total for Construction, . . . | | | | |
| Repairs of Engines, . . . | \$4740.13 | \$3755.58 | \$8495.71 | |
| " " Merchandise Cars, . . . | 726.83 | 1488.93 | 2215.76 | |
| " " Passenger Cars, . . . | 770.19 | 928.16 | 1698.35 | |
| " " Hand Cars, . . . | 21.46 | 75.17 | 96.63 | |
| " " Gravel Cars, . . . | 43.51 | 71.23 | 114.74 | 12621.19 |
| " " Shop and Tools, . . . | 270.87 | 351.12 | 621.99 | 621.99 |
| " " Engine Houses, . . . | 14.03 | 35.45 | 49.48 | |
| " " Tenements, . . . | 38.32 | 21.01 | 59.33 | |
| " " Merchandise Stations, . . | 15.90 | 15.35 | 31.25 | |
| " " Passenger Stations, . . | 22.17 | 1.98 | 24.15 | 164.21 |
| " " Road, . . . | 498.19 | 145.12 | 643.31 | |
| " " Road Tools, . . . | 12.37 | 20.54 | 32.91 | 676.22 |
| " " Water Works, . . . | 55.12 | 63.01 | 118.13 | 118.13 |
| " " Bridges, . . . | | 5.12 | 5.12 | 5.12 |
| <hr/> | | | | \$14206.86 |
| Total for Repairs, . . . | | | | |
| Merchandise Department Expense, | 49.52 | 150.33 | 199.85 | |
| Passenger " " | 12.20 | 300.48 | 312.68 | |
| Fuel Expense, . . . | 309.75 | 309.71 | 619.46 | |
| Snow Expense, . . . | 6.00 | 123.55 | 129.55 | |
| Shifting Cars, and Flagmen, . . | | 180.65 | 180.65 | |
| Watchmen and Switchmen, . . | | 733.15 | 733.15 | |
| <hr/> | | | | \$2175.34 |
| Total for Miscellaneous Expense, . . . | | | | |
| Running Passenger Trains, . . . | | 1571.26 | | |
| " Merchandise " . . . | | 2333.28 | | |
| " Gravel " . . . | | 94.00 | | |
| " Wood " . . . | | 54.00 | | |
| " Snow " . . . | | 36.92 | 4089.46 | |
| <hr/> | | | | \$4089.46 |
| Total for Running Trains, . . . | | | | |
| For sundry Individuals, . . . | 2367.04 | 74.88 | 2441.92 | 2441.92 |
| <hr/> | | | | \$23333.49 |
| Amoumt of Stock on hand May 1, 1850, | | | | |
| | | | | 9945.57 |
| <hr/> | | | | \$32679.06 |

OIL ACCOUNT FROM NOV. 1, 1849, TO MAY 1, 1850, DR.

| | | |
|------------------------------------|---------------------------------------|--|
| To amount of Oil on hand Nov. 1, | 149 $\frac{1}{2}$ Galls., | \$106.74 |
| 1850, May 1. " " received to date, | 999 " | 1001.32 |
| | <u>1148$\frac{1}{2}$</u> " | <u>96$\frac{1}{2}$c., \$1108.06</u> |

CONTRA CR.

By charged to Passenger Department, 207 $\frac{3}{4}$ Galls.

| | |
|----------------------------|---------------------|
| " " " Merchandise " | 450 $\frac{1}{2}$ " |
| " " " Wood " | 16 " |
| " " " Road Repairs, | 32 $\frac{1}{2}$ " |
| " " " Bridge Construction, | $\frac{3}{4}$ " |
| " " " Depots, | 49 $\frac{3}{4}$ " |
| " " " Repair Shop, | 202 $\frac{1}{2}$ " |
| " " " Watchmen, | 37 $\frac{1}{2}$ " |

| | | |
|----------------|-------------------|-------------------------------|
| | 997 $\frac{1}{4}$ | 96 $\frac{1}{2}$ c., \$962.35 |
| On hand May 1, | 151 | " 145.71 |

1108.06

Number of Miles run on Northern Railroad, from November 1, 1849, to May 1, 1850.

| | Pass. Trains. | Mdse. Trains. | Gravel Trains. | Wood Trains. | Snow Tr'ns. | Total. |
|-----------------|------------------|------------------|-------------------|-----------------|----------------|--------------|
| Engine Etna, | 10745 | 70 | | | | 10815 |
| " Grafton, | 7409 | 99 | | | | 7508 |
| " Franklin, | 3428 | 2278 | 700 | 140 | 208 | 6754 |
| " Mascomy, | 4476 | 352 | | | 204 | 5032 |
| " Contoocook, | 554 | 1700 | 1120 | 3080 | 174 | 6628 |
| " Bristol, | 4825 | 2499 | | | 246 | 7570 |
| " Hampshire, | | 4440 | | | | 4440 |
| " Blackwater, | 70 | 8720 | 140 | | 140 | 9070 |
| " Pemigewasset, | | 6702 | 630 | | | 7332 |
| " Lebanon, | | 9100 | | | 454 | 9554 |
| " Shaker, | | 9378 | 280 | | | 9658 |
| | <u>31507</u> | <u>45338</u> | <u>2870</u> | <u>3220</u> | <u>1426</u> | <u>84361</u> |

Names, Occupation, and Wages of Men in employ of Northern Railroad, in Engine and Machine Shops, May 1, 1850.

| | Month. | Day. | | Day. |
|-----------------------------|--------|------|---------------------------|------|
| Otis E. Stevens, Iron Shop, | 60.00 | | Benj. Merrill, Iron Shop, | 1.50 |
| Solon Fisk, " " | 1.67 | | Seth J. Dole, " " | 1.42 |
| D. E. Gilman, " " | 1.62 | | C. E. Robbins, " " | 1.33 |
| John C. Hall, " " | 1.50 | | A. H. Morrison, " " | 1.25 |

| | | Day. | | Month. | Day. |
|-----------------------------------|-------------|------|-------------------------------|--------|------|
| B. F. Dunklee, | Iron Shop, | 1.25 | John Geenty, Repairs of Cars, | | 1.17 |
| Henry Weeks, | " " | 1.17 | Daniel Fox, | " | 1.00 |
| M. T. Palmer, | " " | .87 | Thomas White, Engineer, | 60.00 | |
| B. W. Robbins, | Smith Shop, | 2.00 | Jona. Lovejoy, | " | 2.25 |
| Henry Hynes, | " " | 1.67 | H. A. Cheney, | " | 2.25 |
| P. R. Stevens, | " " | 1.42 | D. A. Clark, | " | 2.00 |
| M. Ladner, | " " | 1.25 | C. Keenan, | " | 2.00 |
| *T. K. Blaisdell, | " " | 1.67 | J. A. Leighton, | " | 2.00 |
| *L. F. Groves, | " " | 1.25 | J. W. Kendrick, | " | 1.54 |
| J. G. Alden, | Wood Shop, | 1.75 | C. Eaton, Jr., | " | 1.54 |
| O. W. Whittier, | " " | 1.92 | J. F. Rollins, | " | 1.54 |
| Lewis Barter, | " " | 1.50 | Jns. R. Maek, Fireman, | | 1.25 |
| B. F. Wolcott, | " " | 1.25 | Jas. Larigee, | " | 1.25 |
| D. J. Abbott, Painter, | | 1.50 | Jas. Bateholder, | " | 1.25 |
| J. Ingalls, tending Stationary, | | 1.25 | Samuel C. Foss, | " | 1.25 |
| C. Clark, Watchman & Switchman, | | 1.00 | R. M. Smith, | " | 1.25 |
| Leonard Fisk, | " " | 1.00 | J. F. Sturk, | " | 1.25 |
| *E. Harrington, | " " | 1.12 | J. D. Blaisdell, | " | 1.25 |
| A. Grant, shifting Cars, &c., | | 1.15 | T. P. Frost, | " | 1.00 |
| Pnt. Somers, | " " | .90 | *G. S. Alcock, Station Agt., | 45.83 | |
| John Quinn, haadliag Fuel, | | 1.00 | J. H. Buswell, Clerk, | 35.00 | |
| J. Quinn, Jr., | " " | .50 | J. Crombie, Superiatendent | | |
| Josiah Hill, Repairs of Buildings | | | of Repair Shop, | 100.00 | |
| and Water Stntions, | | 1.58 | | | |
| * Employed at West Lebanon. | | | | | |

Estimated cost of Work necessary to finish the Northern Railroad as originally designed.

BY H. J. LOMBAERT.

| | |
|--|----------|
| Excavating Clay; to form the proper slope in the Hogback Cut, (Lebanon.) | |
| 2000 yards, | \$400.00 |
| Retaining Wall at Hogback Cut, 600 perches, at \$1.25, | 750.00 |
| Widening Embankment on Sweatland Fill, 5000 yds., at 12 cts., | 600.00 |
| Removing loose rock in Buswell Cut, | 200.00 |
| " " " " Parkhurst Cut, | 50.00 |
| Retaining Wall at East Lebanon (Road Bridge) Cut, 250 perches, at 1.50, | 375.00 |
| Landing, or Lumber Wharf, nt East Lebanon, | 60.00 |
| Removing loose rock in Beaver Point Ledge, | 50.00 |
| Sloping, and removing rocks in Cut at Enfield Depot, | 150.00 |
| Sloping, and removing rocks in Cut opposite Huse Mills, | 125.00 |
| Landing, or Lumber Wharf, at Shaker Road, | 150.00 |
| Retaining Wall in Shaker Woods Cut, 250 perches, at 1.25, | 312.50 |
| Ruising Embaakment across Indian Stream Meadow, 2250 cubic yards, | |
| at 20 cts. per ynrld, | 450.00 |
| Constracting two new Water Ways or Sluiecs, on Indian Stream Mea- | |
| dows, | 175.00 |
| Landiag, or Lumber Wharf, at Canaan, | 75.00 |

| | |
|--|-------------|
| Removing loose rock in Cut at the Orange Summit, | 100 00 |
| Removing Piles and building Wall in the Swamp at Orange Summit, | 500.00 |
| Widening Embankment below the Summit and round Tewksbury Pond, 300 yards, | 450.00 |
| Raising Embankment across the Swamp near Grafton, | 200.00 |
| Raising Embankment along Smith's River, from Whittier's Culvert, through Page's Land Cut, 3500 yards, | 630.00 |
| Raising Embankment through Gungewam Swamp, 3000 yards, | 540.00 |
| Removing loose rock in the ledges between Danbury and the Potter Place, | 200.00 |
| Landing, or Lumber Wharf, in Andover, | 115.00 |
| Sloping and clearing out the Clay Cut in Andover, | 1000.00 |
| Rubbling at various points along the Merrimack River, | 250.00 |
| Completing Bridges as originally designed, | 4000.00 |
| Farm Bridge at Batchelder's Hill, | 175.00 |
| Fencing, including materials not on hand, and workmanship, | 1800.00 |
| <hr/> | |
| Aggregate, | \$13.882 50 |

The above estimates are for work considered to be of very essential advantage to the Road, and should be done during the present year.

The following estimates, with the exception of the Free Bridge Road, is for work which is not considered essential to be done immediately, but will be found of advantage to the general business of the Road in point of time, safety, economy, and increased facilities for the transaction of business, viz:

| | |
|---|-------------|
| Increasing length of Side Track and Turn-outs, sufficient to hold the average Merchandise Trains which pass over the Road, and facilitate Passenger Trains, | \$2.500.00 |
| Raising the roofs of the Bridges on the Track, and the flooring of Road Bridges across the track to 16 feet above the rails, | 3000.00 |
| Changing of Public Roads now on the grade of the Road, to pass over or under the track: At Peck's Crossing, in Lebanon: At Converse's Crossing, in Danbury: At lower end of Franklin: | 1650.00 |
| Also, changing the Federal and Free Bridge Roads at Concord, | 2.500.00 |
| Excavating Cut at Farnum's Eddy, | 1.900.00 |
| Car House at Concord, | 400 00 |
| Lumber Sheds at Concord, | 350.00 |
| Freight House at " | 800.00 |
| Clearing bush-wood, old trees, &c. along the line, to the full limits of the Corporation, to guard against fire, | 1000 00 |
| <hr/> | |
| Total, | \$14.100.00 |

Some portions of the road bed being made of clear sand, too light to sustain the track in summer; and other portions deficient in quantity of grade to sustain it in winter against the action of the frost, it would be found a matter of economy either to raise the road bed where the grade will allow it, or remove the poorer material, where the grade cannot be raised; and replace it with the best quality of clear gravel.

STATEMENT of defective Rails, and Estimate of Depreciation of Sleepers, Fences and Bridges on the Northern Railroad,

To May 1, 1850. By H. J. LOMBAERT.

The defective Rails of all kinds on the line of the Northern Railroad are as follows, viz:

299 ends split and spread. [The greater part of these are caused from imperfect welding; the top separating, then splitting, and afterwards spreading.]

98 middle scaled and crushed. [Iron soft, crushing under the weight of machine.]

49 Middle and other points split and separated. [This occasioned by imperfect welding.]

155 sides or edges scaled and broken. [Iron very inferior quality.]
8 broken.

This amounts to 95 tons in the whole; but all the rails with the sides or edges broken are now in the track, and many continue as they now are for some years perfectly safe. Of the 299 rails with the ends split and spread, one half or more may also wear for some years, by turning; or, if taken out before they are entirely flattened or crushed, will answer the same purpose as better rails, for the side track.

Fifty tons per annum is thought sufficient to keep the main track in good condition; and this is estimated as the wear and tear of the rails, or depreciation, per year—although the road has been in use on an average about $2\frac{1}{2}$ years.

Fifty tons of Iron, at \$60 per ton, \$3000.00

The Sleepers we estimate at 1800 per mile, on 88 4-11 miles, at

18 cents each, amounting to \$28,629.90.

The depreciation is estimated at 3-8ths; or 10,736.21

The fencing is taken at a cost of \$29,770.

The depreciation is estimated at 3-12ths up to this time, 7,442.50

The bridging is taken at cost of \$60,000, exclusive of the iron.

The depreciation is estimated at 1-12th up to this time. 5,000.00

\$26,178.71

Length of Main and Side Tracks, with the number of Frogs and Switches, on the Northern Railroad, May 1, 1850.

BY H. J. LOMBAERT.

| NORTHERN. | Miles. | Feet. | Frogs. | Switches. |
|--|--------|-------|--------|-----------|
| Main Track in New-Hampshire, | 69 | 311 | | |
| " " " Vermont, | 0 | 1243 | 7 | 4 |
| Side Track in Concord, | 1 | 1720 | 31 | 14 |
| " " at Fisherville, | 0 | 1346 | 5 | 5 |
| " " " Gerrish & Gage's Saw Mill, | 0 | 1110 | 1 | 1 |

| NORTHERN. | | | | Miles. | Feet. | Frogs. | Switches. |
|--------------------------------|---|---|---|--------|-------|--------|-----------|
| Side Track at Boscawen, | . | . | . | 0 | 718 | 2 | 2 |
| " " " North Boscawen, | . | . | . | 0 | 494 | 1 | 1 |
| " " " Franklin, | . | . | . | 0 | 3886 | 10 | 9 |
| " " " East Andover, | . | . | . | 0 | 462 | 2 | 2 |
| " " " Andover Plains, | . | . | . | 0 | 673 | 1 | 1 |
| " " " Andover, | . | . | . | 0 | 256 | 1 | 1 |
| " " " Potter Place, | . | . | . | 0 | 1086 | 3 | 3 |
| " " " Edson's, (West Andover,) | . | . | . | 0 | 1008 | 2 | 2 |
| " " " Frazier's, | . | . | . | 0 | 313 | 1 | 1 |
| " " " Danbury, | . | . | . | 0 | 781 | 2 | 2 |
| " " " Grafton, | . | . | . | 0 | 908 | 2 | 2 |
| " " " Grafton Centre, | . | . | . | 0 | 250 | 1 | 1 |
| " " " Canaan, | . | . | . | 0 | 1250 | 4 | 2 |
| " " " Pillsbury's, | . | . | . | 0 | 278 | 1 | 1 |
| " " " West Canaan, | . | . | . | 0 | 588 | 2 | 2 |
| " " " North Enfield, | . | . | . | 0 | 587 | 2 | 2 |
| " " " East Lebanon, | . | . | . | 0 | 497 | 1 | 1 |
| " " " Lebanon, | . | . | . | 0 | 1498 | 5 | 4 |
| " " " West Lebanon, | . | . | . | 1 | 1127 | 15 | 12 |
| " " " Junction, | . | . | . | 0 | 1568 | 7 | 4 |
| | | | | 75 | 1253 | 109 | 79 |

BRISTOL.

| | | | | | | | |
|---------------------|---|---|---|----|------|---|---|
| Main Track, | . | . | . | 12 | 4158 | | |
| Side Track at Hill, | . | . | . | 0 | 332 | 1 | 1 |
| " " Bristol, | . | . | . | 0 | 1557 | 8 | 5 |
| | | | | 13 | 767 | 9 | 6 |

RECAPITULATION.

| | | | | | | | |
|-----------------------------|---|---|---|-----|-------------------------|--|--|
| Northern Main Track, | . | . | . | . | 69 miles, 1554 feet. | | |
| " Side Track, | . | . | . | . | 5 " 4879 " | | |
| Bristol Main Track, | . | . | . | . | 12 " 4158 " | | |
| " Side " | . | . | . | . | 0 " 1889 " | | |
| Total Northern and Bristol, | | | | 88 | " 1920 " | | |
| Northern Railroad, | | | | | 109 frogs, 79 switches. | | |
| Bristol Railroad, | | | | | 9 " 6 " | | |
| Total Northern and Bristol. | | | | 118 | 85 | | |

REPORT of number of pounds of Merchandise and Cords of Wood and Bark sent from, and received at, the various Stations on the Northern Railroad, and Money received from those Stations,

FOR THE YEAR ENDING OCT. 31, 1849.

| | Lbs. | Cords. | Cash. |
|----------------------------|------------|--------------------|------------|
| West Lebanon, | 7112.230 | 45 $\frac{6}{8}$ | \$25326.40 |
| Lebanon, | 6084.432 | 21 | 10329.83 |
| East Lebanon, | 770.800 | 35 $\frac{6}{8}$ | 558.56 |
| Enfield, | 2629.745 | 36 $\frac{3}{8}$ | 3109.86 |
| West Canaan, | 1336.537 | 142 $\frac{7}{8}$ | 1567.49 |
| Canaan, | 4755.740 | 635 $\frac{5}{8}$ | 4205.05 |
| Grafton, | 2144.976 | 842 $\frac{4}{8}$ | 2831.90 |
| Danbury, | 1986.729 | 762 $\frac{7}{8}$ | 2096.27 |
| West Andover, (Edson's,) . | 3871.136 | 435 $\frac{3}{8}$ | 3044.15 |
| Andover, (Potter's,) . . | 5315.602 | 273 $\frac{3}{8}$ | 5074.97 |
| East Andover, | 1950.983 | 181 | 534.04 |
| Franklin, | 5915.171 | 581 $\frac{1}{8}$ | 10486.03 |
| North Boscawen, | 23.743 | 46 $\frac{1}{8}$ | 97.47 |
| Boscawen, | 2530.262 | 124 $\frac{5}{8}$ | 2523.32 |
| Fisherville, | 6383.498 | 52 $\frac{4}{8}$ | 6046.89 |
| Concord, | 5049.250 | | 2587.22 |
| Bristol, | 9843.837 | 205 $\frac{3}{8}$ | 8978.19 |
| Hill, | 1838.465 | 92 $\frac{5}{8}$ | 915.91 |
| | 69,543.136 | 4514 $\frac{6}{8}$ | 90,313.55 |

The dollars and cents do not, of course, correspond with the amount of freight sent to and from the Stations, as a portion of the freight has been paid at Boston and other stations on the roads below, from whence it was sent.

Most of the freight heretofore sent to Boscawen will hereafter be sent to North Boscawen, in consequence of a road having been opened recently to the latter place,—thereby decreasing the distance, by road, between the Railroad and Salisbury, and towns in that vicinity—the freight to and from these towns having been sent to Boscawen formerly.

Since the opening of the Concord and Claremont Railroad the amount of freight to and from Fisherville has decreased a little, but not much.

Respectfully, &c.

WM. M. PARKER,

M. T., Northern Railroad.

Concord, Jan. 12, 1850.
To the Investigating Committee.

STATEMENT OF FREE PASSES ON NORTHERN RAILROAD.

Whole number of persons passing free on the road, whether between stations or over the whole road, without paying fare, as returned by the Conductors, from May 1, 1849, to May 1, 1850, was 2926. Of these, 938 were men in the employ of the Northern Road, and generally sent on business of the Road; 106 were Directors of the Northern Road; 174 were persons having business with the Northern Railroad, and passed for the convenience of the Corporation. The balance were as follows:—Stage Drivers, carrying mails and passengers to the cars, 138; Contractors on the Vermont Central, Vermont and Canada, and Passumpsic Railroads, 217; Free Passes, 177; Men employed in constructing and repairing Telegraph, 170; Civil Engineers, 112; Directors of Roads not named in Reports, 33; Persons connected with the Nashua and Lowell Road, 8; Boston and Maine Road, 7; Nashua and Worcester Road, 9; Sullivan Road, 8; Boston and Lowell Road, 14; Franklin and Bristol Road, 15; Concord Road, 34; Concord and Claremont Road, 23; Boston, Concord and Montreal Road, 28; Passumpsic Road, 296; Vermont Central, Vermont and Canada, and Ogdensburg Roads, 322; Conductors, 16; Drivers, 59; Charity, 22.

Of the 938 persons in the employment of the Corporation, who passed free over the road during the year, 290 were persons engaged in the wood department, 322 persons engaged in making repairs upon the road, 112 machinists, 151 conductors and brakemen, and 63 station-men.

The 177 persons passing over the road, having free passes from the President or the Superintendent, and the 174 persons having business with the Corporation, were mainly railroad commissioners, keepers of public houses, U. S. Marshal for New-Hampshire, (formerly railroad commissioner,) the families of directors of upper roads, editors of newspapers, conductors of railroads when removing from one road to another, agents for patent boxes, truck frames, wheels, rubber-springs, &c.; post-office agents, persons looking after lost baggage, referees and witnesses in suits where corporation was interested as party, engine builders, venders of patent sparkers, persons examining wood, persons having claims of damages to settle, Caleb M. Dyer, (under some business arrangement with President,) persons visiting those accidentally injured by the train, &c., &c., &c.

Statement of Facts in relation to the running of Stages by the Northern Railroad.—By O. STEARNS, Superintendent.

A short time prior to the opening of the Boston, Concord and Montreal Railroad to Sanbornton Bridge, the fact was brought to the notice of the agents of the Northern Railroad, that arrangements were being made by some of the managers, and others largely interested in the B., C. & M. Road, to remove the stages that were running to and from Franklin, to Sanbornton Bridge, on the day of opening that Road.

The design of the Montreal line was evidently to raise a clamor against the Northern Road, and divert the travel from the old route to their line, which they expected to effect by annoying and disappointing passengers who might go to Franklin expecting to find stage conveyance from there north.

As soon as it was known that such a course was contemplated, measures were taken by the Northern Railroad to protect travellers and themselves from such gross imposition; and, as the best means of effecting that object, it was agreed to pay the loss which the proprietors might incur, if any, by continuing to run a line of stages to and from Franklin or Bristol, to meet the cars.

The Corporation having entered into a contract to carry the mail between Franklin and Bristol, it was necessary that the stage should be run for that purpose, until the Bristol Branch should be opened.

The stage business had been good, and it was not supposed that any loss would be sustained in running the line; and but for the opposition put on by the Montreal line, and the extension of it to Stanstead, Canada, in opposition to the Passumpsic Road, with whom we had business arrangements, which caused a reduction of fare, no loss would have been sustained by the stage line, or incurred by the Northern Road.

The Passumpsic line requested the Northern R. R. to assist the Bristol stage proprietors till the Montreal line withdrew their opposition above Littleton. It was believed to be for this Company's interest to comply with their request, situated as that Company was with a choice of routes to Boston.

The amount claimed by the stage proprietors, for expenses and depreciation of stage property, was \$8386.06. They carried 8240 passengers, from whom there was received about \$5371.37, which, deducted from the expense, leaves the loss about \$3014.69.

It is thought that the Corporation have not sustained any actual loss by assisting the stage proprietors, as it is believed that the receipts from the increased number of passengers from the Passumpsic line has been greater than the above loss.

The undersigned believe, so far as they have a knowledge of the business, that the foregoing statement is substantially correct.

J. W. BURNHAM,
ROBERT N. CORNING.

Statement of the Earnings of the Northern Railroad each Month
since the opening of the Road to Grafton.

| 1847. | | | |
|------------|-------------|-----------|-------------|
| September, | - | - | \$16.804 64 |
| October, | - | - | 16.445 02 |
| November, | - | - | 18.375 45 |
| December, | - | - | 19.424 06 |
| | | | |
| | 1848. | 1849. | 1850. |
| January, | \$18.527 67 | 23.005 43 | 20.060 45 |
| February, | 21.154 39 | 16.997 39 | 21.151 01 |
| March, | 19.885 35 | 19.811 93 | 20.770 26 |
| April, | 22.751 42 | 21.193 14 | 20.602 41 |
| May, | 21.788 45 | 19.726 95 | |
| June, | 23.104 52 | 19.788 57 | |
| July, | 23.448 58 | 20.405 97 | |
| August, | 26.982 14 | 23.320 62 | |
| September, | 28.230 64 | 25.119 95 | |
| October, | 28.179 74 | 28.747 52 | |
| November, | 25.446 81 | 25.359 82 | |
| December, | 23.294 99 | 22.087 22 | |

It will be seen that the monthly receipts were less in 1849, after the opening of the Vermont Central and Passumpsic Roads, than in 1848. In the latter year the Northern Road furnished the cars, conductors, &c. over their own road and the roads below, for

the passengers and freight from Vermont, and were allowed for that service, which increased the gross receipts as well as the expenses; and besides, there was a large amount received in the same year for the transportation of Iron Rails, and other materials, for the Vermont Central, Passumpsic and Sullivan Roads. In the former year the Passumpsic and Central Roads furnished the cars and conductors, and were paid for that service.

The following comparative statement of earnings (passenger and freight) in May, June, July and August, 1848 and 1849, will illustrate the earnings of 1849 and 1850, as compared with 1848.

Comparative Statement of Income, Passengers and Freight, in May, June, July and August, 1848 and 1849.

| | MAY. | JUNE. | JULY. | AUGUST. | |
|---|-------------|-------------|-------------|-------------|---------|
| Number of Passengers, | 7.972 | 8.642 | 11.878 | 14.666½ | 1848. |
| " " | 9.604 | 9.698 | 11.935 | 13.397½ | 1849. |
| No. Lbs. of Freight, | 12,070.535 | 12,765.401 | 9,889.422 | 11,701.669 | 1848. |
| " " | 11,110.638 | 10,950.045 | 9,680.871 | 9,862.316 | 1849. |
| Total income, | \$21.788 45 | \$23.104 52 | \$23.488 58 | \$26.982 14 | } 1848. |
| Add, if the same had been received by the Northern Road, car and risk, & loading and unloading to Vt. Central, pass'r and freight, | | | | \$1.753 98 | |
| | | | | \$28.736 12 | |
| | | | | | |
| Total income, | \$19.726 95 | \$19.788 57 | \$20.405 97 | \$23.320 62 | } 1849. |
| Add, if the same had been received by the Northern R'd, car and risk, and loading and unloading to Vermt. Cent. & Passumpsic, pass'r & fre't, | 3.957 11 | 4.381 26 | 3.360 21 | 4.837 99 | |
| | | | | | |
| | \$23.684 06 | \$24.169 83 | \$23.766 18 | \$28.158 61 | |

REPORT OF INVESTIGATING COMMITTEE TO DIRECTORS,

MARCH 8, 1850.

The subscribers, a Committee of Stockholders, appointed to investigate the affairs of the Northern Railroad, have, after examining with much care the state of the late Treasurer's accounts, found a balance of \$5048.30 due from him to the Corporation, which they now report to the Board of Directors, that they may take measures to effect a settlement of the same with Mr. Carruth.

There is also an account of interest, amounting to \$798.99, on sums used by him, which they refer to the Directors, to adjust as they think justice requires under the circumstances of the case.

ASA FOWLER,
LEVI H. MARSH,
REUBEN RICHARDS, } COMMITTEE.

Dr. N. CARRUTH, as Treasurer.

| | | | |
|----------------|--|----------|------------|
| 1849. May 24. | For errors in cash to this date, arising as follows: | | |
| | Balance of cash, per Ledger, May 1, 1849, | \$25.379 | 23 |
| | Add receipts from 1st to 24th May, 1849, inclusive, | 20.189 | 85 |
| | | \$45.569 | 08 |
| | Deduct payments from 1st to 24th May, 1849, | \$33.654 | 30 |
| | Balance of cash called for, | \$11.914 | 78 |
| | Amount which came into hands of Geo. S. Harris, Treasurer <i>pro tem.</i> , | \$8.225 | 53 |
| | Deficit, | \$3.689 | 25 |
| | Errors before May 24, 1849, viz. | | |
| May 1, 1849. | Wrong entry, Pierce & Minot, | \$250.00 | |
| | Dividend, Annis W. Clark, error, | 17.50 | |
| Nov. 11, 1846. | J. Dewey, Journal, Fol. 110, | 100.00 | |
| April 1, 1847. | Charles Chandler, stock, | 150.00 | |
| Jan. 20, 1847. | J. N. Elkins, .. | 100.00 | |
| June 1, .. | David M. Parker, .. | 150.00 | |
| March 10, .. | Kilby Page, .. | 100.00 | |
| May 1, 1848. | Otis Kimball, in settlement, No- vember 15, 1848, | 400.00 | |
| May 1, 1849. | Balance of errors in posting and in addition, as per statement, | 196.79 | \$1.464 29 |
| | Amounting to | \$5.153 | 54 |
| | Less errors before May 24, 1849, Journal B. | | |
| May 1, 1849. | Fol. 106. H. L. Flanders, (right, if certificates for 5 shares only have been issued.) | \$100.00 | |
| .. 106. | On Josiah Bradlee & Co's bill, | 100.00 | |
| .. 116. | F. & B. Railroad entered twice, | 420.98 | |
| .. 121. | H. Flanders, | 20.00 | \$640 98 |
| | Leaving a balance of | \$4512 | 56 |
| | Interest on above, as per annexed account, | 535 | 74 |
| | | \$5048 | 30 |
| | Other interest account, | 798 | 99 |
| | | \$5.847 | 29 |

Statement of errors in posting, &c.

| | | | | |
|-------------------------------------|----------------|--|--------------|----------|
| Dr. | July 19, 1847. | Ephraim N. Morey, per Blotter, | \$15.00 | |
| | | Entry in Journal, fol. 382, | .15 | \$14 85 |
| | 31. .. | A. D. Woodman, Blotter No. 7, omitted on Journal, | | 45 |
| | | Moses Chase, | | 1 12 |
| | Aug. 18. | Jas. Shillaber, interest per Blotter, | 66.00 | |
| | | Entry in Journal, fol. 396, | .66 | 65 34 |
| | Oct. 7. | Jas. Dana, interest, Blotter No. 7, | 61 00 | |
| | | Entry on Journal, fol. 422, | .61 | 60.39 |
| | 19. | Jno. Stover, interest, Blotter No. 7, | 33.00 | |
| | | Entry in Journal, fol. 426, | .33 | 32.67 |
| | 27. | Geo. Elliot, int. per Blotter No. 7, and not in Journal, | | 2.37 |
| | April 5, 1848. | D. C. Seoby, entry of stock, per Blotter, | 100.00 | |
| | | Entry on Journal, fol. 525, | 80.00 | 20.00 |
| | Feb. 19, 1849. | H. Price, omitted from Blotter No. 10 to Journal, | 60.60 | 60.60 |
| | | Error in adding Journal, fol. 428, | 9.00 | 9.00 |
| | | | | <hr/> |
| | | | | \$266.79 |
| Cr. | Dec. 23, 1846. | Caleb Loring, per Journal, | 510.00 | |
| | | Blotter, | 500.00 10.00 | |
| | Feb. 10, 1847. | Stephen Whipple, per Journal, fol. 276, | 180.00 | |
| | | Blotter, | 120.00 60.00 | 70.00 |
| | | | | <hr/> |
| Balance debit in general statement, | | | | \$196.79 |

INTEREST.

Dr. N. CARRUTH, on the preceeding accounts to March 1, 1850.

| | | |
|-------------------------------------|------------------|----------|
| On \$3.689 25, from May 24, 1848... | 21 mos. 5 days, | \$390.44 |
| 464 29, .. May 1, 1849... | 10 mos. 0 days, | 23.21 |
| 100 00, .. May 11, 1846... | 45 mos. 18 days, | 22.80 |
| 150 00, .. April 1, 1847... | 35 mos. 0 days, | 26.25 |
| 100 00, .. Jan. 30, 1847... | 37 mos. 1 day, | 18.52 |
| 150 00, .. June 1, 1847... | 33 mos. 0 days, | 24.75 |
| 100 00, .. Mar. 10, 1847... | 35 mos. 19 days, | 17.82 |
| 400 00, .. May 1, 1848... | 22 mos. 0 days, | 44.00 |

\$567.79**Cr.** On \$640 98, from May 1, 1849... 10 mos.,

32.05

\$535.74

Estimate of interest on cash had by Mr. Carruth.

| | | | |
|---------------|-------------------|------------------------|----------|
| June 1, 1848. | Balance of mem's, | \$15.400 00....4 mos., | \$308.00 |
| Oct. 1, | | 9.500 00....1 mo., | 47.50 |
| Nov. 1, | | 6.165 25, | 30.82 |
| Dec. 1, | | 15.450 00, | 77.25 |
| Jan. 1, 1849. | | 15.450 00, | 77.25 |
| Feb. 1, | | 16.863 50, | 84.32 |
| Mar. 1, | | 14.985 50, | 74.93 |
| Apr. 1, | | 12.483 86, | 62.42 |
| May 1, | | 7.200 00, | 36.50 |
| | | | <hr/> |
| | | | \$798.99 |

BOSTON, May 6, 1850.

ASA FOWLER, Esq.,

Dear Sir,—I have received from the Directors of the Northern Railroad a copy of the Report of the Committee of which you are chairman, in which they state that there are deficiencies and errors in my accounts as late Treasurer of that Corporation. From the amount of the business of the Corporation, and the manner in which I was obliged to do it, it would not be surprising that some errors should occur. You are aware that I acted as Treasurer from the commencement of this enterprise, in 1845, to May last. During that time the whole, or nearly the whole, of the capital stock, amounting to over two and a half millions of dollars, was received in assessments, and paid out in its construction. Its stock was held, especially in the country, in small amounts, and in all by over two thousand stockholders. Its stock was created at different times, and was at each time paid in on several small assessments. The two last creations of stock were made after the road was partially opened for business. The last creation was a second time offered to the stockholders at 90 per cent., and at the same time a dividend was paid.

The expenditures in constructing the road having been made faster than the stock was paid, the Corporation frequently had a greater or less floating debt, to be met by temporary loans, to be obtained where and upon such terms as I was able. The books of course were kept at my office in Boston. Much of the money was received, and of course nearly all the disbursements were in New-Hampshire. You will readily perceive that in so multiplied and various accounts to be kept, errors might creep in. It is comparatively an easy matter to keep, with great accuracy, a set of railroad books when the road is completed and the accounting is confined, as a matter of course, to the earnings and expenses and dividends paid. But during my treasurership, you will perceive that it was not an easy matter, with the road partially open for business, and paying in its receipts, and with all its running expenses to be paid out at the same time; that the road was a great part still being constructed; and receipts from assessments, some on the original stock and some on each successive creation of stock, and dividends of interest being paid. This was all done in one room,—often necessarily under a great press of business. It was well known to the Directors that I did not and could not attend personally to all the business of the Treasurer's office, and the same time perform the other duties required of me by them. I was a Director in the Road, and actively engaged as such; which office often required my attention on the line of the road, and absence from the office for several days at a time. I was obliged, in addition to my duties as Treasurer, to sell the stock on hand from time to time, and to obtain subscriptions for it, and also to borrow large sums of money, to meet the increasing liabilities of the Corporation, in a stringent money market, and nearly all of which I could only obtain on my personal

guaranty or endorsement. This required my very frequent absence from the office. My books, as you will perceive by an examination, were kept entirely by the clerk; and for the last year or more of my service, by the same gentleman who now holds that office. Much the larger portion of the receipts and disbursements of the office were made by agents conveniently accessible to those who were to pay or receive. The receipts and disbursements at the office were also mainly by the clerks. In some instances assessments and dividends of interest were ordered payable at or about the same time. This made a great pressure of business, and the assessments to be paid and the dividends to be received were frequently offset one by the other.

During these four years of my service, the whole amount of receipts and disbursements necessarily made, as I have stated—amounts greater or less—must have been several millions of dollars. I always endeavored to have the books kept with perfect accuracy, and not one cent of the funds of the Corporation has ever gone to my personal use or benefit. I paid over all the funds of the Company in my hands to my successor. I was aware that there was a discrepancy between the amount of cash on hand, and the amount shown by the books; and I hoped and still hope there may be discovered the errors out of which this arises. I had commenced a partial examination of the books, when my term of office expired, and they passed out of my hands.

As to the claim made against me for interest, I am prepared to show that it is entirely unfounded. I have desired to say thus much at this time in relation to the statements of your Committee; and in conclusion will only add, that I have claims against the Corporation which I have furnished the Committee of the Directors, which it is unnecessary to detail here. If there are any errors or deficiencies in my accounts for which I am justly responsible, I am ready and desirous to meet and satisfy them at once; and, on the other hand, if there is any thing due me from the Corporation, as I claim there is, I should doubt not that they desire to meet and satisfy that. But I find that the Committee of the Directors and myself appear to entertain different views on the subject; and in order to an amicable and speedy settlement, which I desire, I have twice proposed to the Committee of the Directors to refer the whole matter to three just and impartial men, to be mutually agreed upon—not even objecting to their being Stockholders in the Corporation. In order to show you that such is my disposition, I send you copies of all my correspondence with the Committee of the Directors; and I here again renew the offer, to refer the whole matter to such an arbitration as I have named, and abide the award.

Very respectfully yours, &c.

NATHAN CARRUTII.

LOWELL, Jan'y 15th, 1850.

To N. CARRUTH, Esq.,

Dear Sir,—At a meeting of the Directors of the Northern Railroad, on the 23d of November, 1849, the following vote was passed :

" *Voted*, That a committee be raised, to notify Mr. Carruth that his cash account as Treasurer of the Northern Railroad is deficient, and that a balance stands against him, as shown by his own books. Also, that the Corporation have a claim against him for interest, not accounted in his books, and sundry other items. *Voted*, That Messrs. French, Kenrick and Kettell constitute the above committee."

Your attention is respectfully called to the matter referred to in the above vote, in relation to your accounts as late Treasurer of the Northern Railroad. The present Treasurer will attend to the settlement at any time which may suit your convenience, and the Committee will attend, if necessary, at your request. An early settlement of the accounts is desirable.

Yours respectfully,

J. B. FRENCH,

For the Committee.

Boston, Jan'y 24th, 1850.

J. B. FRENCH, Esq.,

Dear Sir,—Yours of the 15th, informing me that yourself and others were a committee to notify me that my cash account as Treasurer of the Northern Railroad is deficient, was duly received, and in reply would say, that I was aware that there were some mistakes in my accounts, made during the hurry of business, at the time when we paid dividends of interest and called in assessments on the stock, which was done at about the same time. I had commenced an examination of my books, but had not finished it, when, at the annual meeting last May, the stockholders appointed a committee to examine my accounts, together with the other agents of the Corporation. When that Committee have finished their investigations, I think they will find my accounts to be nearly correct. I have always endeavored to have my accounts kept right; but never having but one room at my office in which to answer questions and transact the other business, we were at times very much interrupted, and I have no doubt but that some mistakes were made. I only know that all the moneys belonging to the Northern Railroad were left with Mr. Harris, the Treasurer *pro tem.*, and if my cash is short, it is in consequence of errors made in paying dividends and in receiving the money from the shareholders, as not one cent of the deficiency has been appropriated to my own private use.

It is well known to the old Board of Directors that I did not nor could

not attend personally to all the business of the Treasurer, and perform the other duties which were required of me by them; such as selling the surplus stock and borrowing money to meet the liabilities of the Corporation; which occupied much of my time, and was not considered originally as a part of the Treasurer's duties. But I presume, if I am held responsible for the losses occasioned by this extra business, which occupied so much of my time as necessarily to prevent me from bestowing that care and time to my other duties, necessary to prevent mistakes, the Directors will be willing to make me such allowance for these extra services as shall be right and proper.

As regards the claim for interest, I do not understand on what ground that claim is made, nor do I understand what the "sundry other items" are. I shall be happy to meet the Committee at any time and place that will suit their convenience, and adjust any account that there may be between us.

Yours with respect,

NATHAN CARRUTH.

BOSTON, March 21st, 1850.

J. B. FRENCH, Esq.,

Dear Sir,—I received yesterday the Report of the Committee of the Stockholders of the Northern Railroad, so far as relates to my account as Treasurer, in which they make a balance due to the Company from me, for the deficiency of cash, interest, and sundry errors, of five thousand and forty-eight dollars and thirty cents. I have not had time to examine the account, to see if it is correct, but will do so as soon as possible. There are some items in the account which I think I ought not to be accountable for; and I have some claims against the Company, which I think they should allow; and as there may be a difference of opinion between us, I will agree to submit the whole subject to three disinterested men, and agree to abide the result; and whatever balance they shall decide to be due from me, I will pay at once.

I hope the above proposition will meet your approval and that of your associates; and if so, I will meet your Committee at any time that may suit your convenience, and agree upon the referees.

Very respectfully yours, &c.

NATHAN CARRUTH.

LOWELL, April 22d, 1850.

N. CARRUTH, Esq.,

Dear Sir,—I duly received, as Chairman of the Committee of the Northern Railroad, your favor of the 21st ult., in respect to

a reference of the claim of the Northern Railroad Co. against you. Immediately on reception of your letter I placed it before the Committee; and from the expressions used in your communication, it was supposed that after you had taken time to examine the account rendered you, we should hear from you again; but having understood that you complained of not hearing from the Committee in reply, I now answer, in behalf of the Committee, that it seems to them unnecessary to refer the amount of the claim which the Investigating Committee have found against you; and if you will first settle that balance, in respect to which there should be no dispute, the Northern Railroad Co. will endeavor with you to fix upon some proper system for adjudicating and settling any other claims there may be between you and that Company. Very respectfully yours,

JOSIAH B. FRENCH,

For the Committee.

BOSTON, May 1st, 1850.

J. B. FRENCH, Esq.,

Dear Sir,—Enclosed is my account against the Northern Railroad, for endorsing and guaranteeing the Co's note, which I was obliged to do, to raise money at any thing like reasonable rates of interest. I have charged $2\frac{1}{2}$ per cent. on the amount, and if that is not perfectly satisfactory to your Committee, I will again agree to refer this, together with your account against me, to three disinterested men. I will not object to stockholders in the road. I hope your Committee will be satisfied to accept of the above offer, and have these accounts settled at once. I am ready to meet you whenever it will suit your convenience.

Yours truly, NATHAN CARRUTH.

Memoranda relating to Iron imported for Franklin and Bristol and other Railroads.

F. and B. Railroad Books.

1848.

| | | | |
|-----------|--|-----------|-----------|
| March 30. | Paid insurance at Protection Office, | \$125.00 | |
| May 11. | " duty on Iron per "Baring Bros. & Co.," | | |
| | (about 400 tons, at \$15,) | \$6001.05 | |
| " | " freight on do., " | 2886.20 | \$8887.25 |
| June 26. | " wharfage at Brown's wharf, | | 62.50 |
| " | " duty on Iron per "Sarah Ann," (about 641 | | |
| | tons, at \$12.48 $\frac{1}{2}$) | 8000.75 | |
| " | " freight on do., | 4402.64 | 12403.39 |

| | | | |
|------------|--|---------|--------------------|
| August 26. | " N. Carruth, Treas'r of Northern R. R., and C. T. Russell, Pres't of F. & B. R.R., commissions on purchase or importa- tion of 1200 tons Iron, cost about \$61.32; amt., 73.584, at $2\frac{1}{2}\%$ per ct., | 1839.60 | |
| Decem. 21. | " J. H. Bartlett & Co, wharfage, | 233.52 | 2073.12 |
| | | | <u>\$23,545.26</u> |

Northern Railroad Books.

| | | | |
|-----------|---|------------------|-------------------|
| 1849. | Paid Josiah Bradlee & Co. freight, &c., on Iron per "Science," | 3568.86 | |
| " | " do. duty on do.; (about 400 tons, at \$13.04,) | 5217.38 | |
| | Add, June 22, 1849, error in bill, | 100.00 | |
| | | <u>\$8886.24</u> | |
| May 1. | Paid O. Stearns, | 293.26 | 9.179.50 |
| May 9—23. | Remittances to Thompson & Forman, £4500 at $8\frac{1}{4}\%$, | \$21677.78 | |
| July 31. | Remittance to balance, | 2639.00 | 24316.78 |
| | | | <u>\$33496.28</u> |

Thompson & Forman's Account, from F. & B. Railroad Books.

| | | | |
|-----------|---|----------|--------------------|
| | Remittances for Iron, as made by that Co., | 41102.41 | |
| | | | <u>\$98,143.95</u> |
| 1849. | Deduct, May 22. By cash of T. H. Russell, Treas- urer, (supposed on Iron,) | 712.37 | |
| March 14. | By note and cash of Norfolk County R. R., Duty should be credited Aug. 9, 1848, \$2608.45. | 7991.55 | |
| | By cash of Nashua Railroad, 20 tons, at \$53, | 1060.00 | |
| | " return at C. House on duty on Iron, | 420.98 | |
| | " insurance recovered per "Science," | 500.00 | 10684.90 |
| | | | <u>\$87,459.05</u> |

| | |
|--|----------------------------|
| Duty on Iron per "Baring Bros. & Co.," | 6001.05 |
| " Sarah Ann," | 8000.75 |
| " Science," | 5217.38 |
| | shipp'd first, rec'd last. |
| | <u>\$19,219.18</u> |

| | | |
|------------------------|----------------|-------|
| Iron cost £8 15s. 0d., | about | 45.00 |
| | Average duty, | 13.25 |
| | Freight, | 7.00 |
| | Other charges, | 1.00 |
| | Comms., | 1.25 |

\$67.50 per ton.

| | | |
|---------|--------------------------------|---|
| Duties. | Per ship "Baring Bros. & Co.," | \$6001.05—400 tons, at \$15.00 per ton. |
| | " " "Sarah Ann," | 8000.75—641 tons, at $12.48\frac{1}{2}\%$ " " |

Per ship "Science," 5217.38—400 tons, at \$13.04 per ton.
Of the last, 200 tons sold Norfolk R. R. Duty, \$2608.69, or as
entered, \$2608.45.

Iron, charged by Thompson & Forman.

| | |
|--|---------------|
| Interest, | £416 6s. 11d. |
| Jan. 22, 1848. "Science," | 3505 0 5 |
| Mar. 16, " "Baring Bros. & Co.," | 3630 0 2 |
| " 23, " "Sarah Ann," | 5569 16 5 |
| " " " " | 227 4 11 |
| | <hr/> |
| | £13348 8 10 |

Northern Railroad: Directors' Meeting.

July 30, 1847. *Voted*, That the Treasurer be authorized to purchase
200 tons more of Iron, for the use of the Road.

MEMORANDA OF CORRESPONDENCE.

July 31, 1847. N. Carruth, Treas'r of Northern Railroad, ordered 1800
tons Iron; say 1200 tons for Franklin and Bristol Branch, 12 miles, and
for other roads 600 tons; in all, 1800 tons ordered, at £8 10 0.

| | |
|---|-----------|
| To be shipped Sept. 10, 1847, | 400 tons. |
| Oct. 1, " | 200 " |
| March 1, 1848, | 1200 " |
| | <hr/> |
| | 1800 " |

Aug. 18, 1847, Thompson & Forman acknowledge receipt of order, and
offer to ship at £8 15 0.

Sept. 16, 1847, N. Carruth, Treas'r, accepts the offer of £8 15 0, and
says 2000 tons (probably means 200 tons) are wanted immediately;—bal-
ance as ordered before.

Oct. 2, 1847, Thompson & Forman will ship 200 tons, as requested by
Mr. Carruth.

Oct. 1, 1847, N. C., Treas'r, says, "The 400 tons on the last order we
trust you will be able to forward within the time specified."

Oct. 18, 1847, Thompson & Forman to N. C., Treasurer Northern Rail-
road: 400 tons promised, though had understood only 200 tons that year.

Nov. 18, 1847, T. & F. engage to ship 400 tons.

Nov. 16, 1847, Mr. Carruth to Thompson & Forman says, as the 400 tons
was not known here to have been shipped, therefore he had to buy here,
and consequently did not want but 1200 tons in all.

In reply, Thompson & Forman say 1400 tons have been shipped.

1441 tons in all were received.

Copy of Bills.

| | | |
|--|------------|-------------------|
| Norfolk County Railroad to Northern Railroad, | Dr. | |
| Aug. 9, 1848. For 200 tons Railroad Iron, at \$53, \$10.600.00 | | |
| Less amount pd. for duties, | | 2.608.45 |
| | | <u>\$7.991.55</u> |
| Rec'd payment: By cash, | \$1.600.00 | |
| And by draft and acceptance, Aug. 9, 1848, | 6.391.55 | \$7.991.55 |
| Nashua Railroad to Northern Railroad, | Dr. | |
| For 20 tons Railroad Iron, at \$52, \$1040.00 | | |
| Settled for and credited at \$53, | \$1060.00 | |

Franklin and Bristol Railroad.

At an adjourned meeting of Directors at Phenix Hotel, at Concord, 3d June, 1847, at 11 o'clock, A. M., whole Board present except J. B. Walker—*Voted*, That Messrs. Russell & Carruth be a committee to purchase the Iron necessary for the road, and that they purchase the same in the manner they shall deem most expedient, and that they be paid, for all services and responsibilities in so doing, the usual commission of two and a half per cent.

Signed: O. F. FOWLER, Clerk.

STATEMENT OF FUEL ACCOUNT ON NORTHERN RAILROAD,

FOR ONE YEAR, ENDING MAY 1, 1850.

| | | |
|---|-----------------|-----------|
| Cost of Fuel on hand, May 1, 1849, | \$28.197 | 94 |
| Amount paid since, including moving, piling, sawing and transportation, | 32.685 | 93 |
| Amount due, | 219 | 59 |
| | <u>\$61.103</u> | 46 |
| Deduct amount sold, | \$15.793 | 91 |
| “ “ used in Locomotives, running expenses, | \$21.071 | 55 |
| “ “ used in do., grading, | 478 | 73 |
| “ “ used in depôts, | 931 34 | 22.481 62 |
| | <u>\$38.275</u> | 53 |
| Fuel on hand at date, | \$22.827 | 93 |

| | |
|-------------------------------------|---------------|
| No. cords Wood on hand May 1, 1849, | 11.942 |
| " " " paid for since " " | 10.368 |
| | <hr/> |
| | 22.310 cords. |
| Deduct amount sold, . 4.187 | |
| " " used, 8.399 | 12.586 |
| | <hr/> |
| No. cds. on hand at date, | 9.724 |

Average cost of wood per cord used the past year, including moving, piling and sawing, \$2.62 $\frac{89}{100}$.
 Average cost of wood per cord on hand, 2.34 $\frac{65}{100}$.
 including moving and piling in the shed about 2500 cords, and sawing 2000 cords of the wood now on hand.

Fuel Account six months, to May 1, 1850.

| | | |
|--|---------------------------------|-------------|
| Amount on hand Nov. 1, 1849, | 13.924 $\frac{107}{128}$ cords, | \$30.326 67 |
| Total paid, Nov. 1, 1849, to May 1, 1850, | 1.518 $\frac{32}{128}$, " | 2.713 46 |
| Total due and unpaid do. do. | 108 $\frac{12}{128}$ " | 219 59 |
| | <hr/> | |
| | 15.551 $\frac{123}{128}$ " | |
| Total paid for sawing, handling and freighting wood, Nov. 1, 1849, to May 1, 1850, | | 8.848 45 |
| Total paid for coal used in depôts and cars, from shop stock do., | | 309 75 |
| | | <hr/> |
| | | \$42.417 92 |

Deduct amount sold from Nov. 1, 1849, to May 1, 1850 :

| | | |
|-------------------------------|---------------------|----------|
| To Vt. Central R. R., | 345 cords, | \$862 50 |
| To Manchester Print Works, | 145 " | 538 69 |
| To Division No. 17, Lawrence, | 375 " | 1754 00 |
| To S. C. Phillips, | 199 $\frac{1}{4}$ " | 769 04 |
| To Boston and Lowell R. R., | 555 $\frac{1}{4}$ " | 2519 78 |
| To sundry individuals, | 238 $\frac{3}{4}$ " | 828 60 |
| | <hr/> | |
| | 1858 $\frac{1}{4}$ | 7272 61 |
| | <hr/> | |

13.693 $\frac{91}{128}$ \$35.145 31

Total used in Locomotives, 6 months, to May 1, 1850 :

3839 cords. \$11.615 50

| | | |
|---|------------------------|--------|
| Do. Depôts and Stationary | | |
| Engine, | 130 $\frac{91}{128}$ " | 392 13 |
| Do. Coal used in Depôts and Cars, | | 309 75 |

3969 $\frac{21}{128}$ cords.

\$12.317 38

| | | |
|---|---------------------------------------|------------------|
| No. cords on hand at date, 9724. | Cost of wood on hand | |
| at date, | \$22,827 93 | |
| Value of wood on hand Nov. 1, 1849, | \$30,326 67 | |
| Total amount paid Nov. 1, 1849, to May 1, 1850, | 2,713 46 | |
| “ “ due for wood delivered and measured to | | |
| May 1, 1850, | 219 59 | |
| “ “ paid for sawing wood 6 months, to May | | |
| 1, 1850, | 1287 63 | |
| “ “ paid for sawing wood due Nov. | | |
| 1, 1849, | 315 15 | |
| | <u>1,602 78</u> | |
| “ “ paid for handling wood 6 mos., | | |
| to May 1, 1850, | 2298 65 | |
| “ “ paid for handling wood due | | |
| Nov. 1, 1849, | 775 22 | |
| | <u>\$3073 87</u> | |
| “ “ paid for freighting wood 6 mos., | | |
| to May 1, 1850, | 2280 95 | |
| “ “ paid for freighting wood due | | |
| Nov. 1, 1849, | 1792 35 | \$4073 30 |
| | <u>\$42,009 67</u> | |
| Total amount sold 6 mos., to May 1, | | |
| 1850, | \$7272 61 | |
| Total amount used 6 mos. to May 1, | | |
| 1850, | <u>11909 13</u> | <u>19,181 74</u> |
| | | \$22,827 93 |
| Whole cost of wood used and on hand, to May 1, | | |
| 1850, including moving, piling and sawing, | \$80,270 13 | |
| Whole number of cords used and on hand, | 32,205 ⁹⁰ / ₁₂₈ | |
| Average cost of wood used and on hand, | \$2 49 ²⁴ / ₁₀₀ | |
| “ “ “ on hand May 1, 1850, | \$2 34 ⁶⁵ / ₁₀₀ | |
| This includes the cost of moving, piling and sawing the wood. | | |
| About 2500 cords are now in the sheds, and over 2000 of it sawed. | | |

Available Assets of the Northern Railroad, May 1, 1850.

| | |
|--|--|
| Cash in the Treasury, | \$8,537.51 |
| Amount of bills receivable account, well secured and generally payable | |
| on call, | 50,640.07 |
| Cash in Treasury, and payable on call, | \$59,177.58 |
| Due Corporation, as reported by Superintendent: | |
| Concord & Claremont R. R. Co., about \$3300.00 | { Award of Com'rs not accepted, and for Sleepers, Plank, use of track, interest, &c. |

| | | |
|--------------------------------------|----------|----------------------------------|
| Concord & Claremont R. R. Co., | 358.93 | Acceptance,—since paid. |
| Nashua & Lowell R. R. Co., | 2093.36 | Drawback unsettled. |
| Manchester & Lawrence R. R. Co., | 600.11 | Balance of freight. |
| Boston & Lowell R. R. Co., | 2588.38 | Wood, &c. |
| Passumpsie R. R. Co., | 6219.28 | Proportions, &c. for April. |
| Vermont Central R. R. Co., | 4547.33 | " " Mar. & April. |
| B. C. & Montreal R. R. Co., | 200.00 | Rent of Engine House. |
| Cheney & Co.'s Express, | 556.00 | On account. |
| Josiah Clark, Jr., | 517.53 | Balance for Sawmill. |
| David Abbott, Jr., | 400.00 | Note for Land. |
| Eastman, Page & Co., | 109.55 | On account of Cars. |
| Marston & Osgood, | 50.00 | Note for Season Ticket. |
| A. Latham & Co., | 236.87 | On account of Old Castings. |
| Amoskeag Machine Shop, | 259.51 | Work on Engine. |
| R. L. Rotch & Sons, | 2.30 | Overcharge on Oil. |
| W. P. & T. H. Ford, | 282.82 | On account of Old Castings. |
| Stephen Anstin, | 18.97 | Note for Wood. |
| Booth & Durant, | 529.45 | Note for Freight. |
| A. Burbank, | 235.88 | " " " |
| Ames, Gerrish & Co., | 195.71 | " " " |
| Thomas Sanders, | 30.00 | " " Stone. |
| S. C. Phillips, | 710.65 | On account of Wood, since paid. |
| Union Division, No. 17, Lawrence, | 1254.00 | On account of " \$600 since pd. |
| George C. Dexter, | 25.00 | Note for use of Tools. |
| P. W. Jones, | 250.00 | On account of Tender. |
| B. F. Scribner, | 30.00 | Goods at Daily & Finn's auction. |
| Hugh Muldowney, | 15.00 | Goods at Daily & Finn's auction. |
| Rents, | 21.67 | |
| Freight, estimated as bad \$2438.32, | 10407.78 | Balance of account due April 30. |
| Post Office Department, | 2161.41 | Balance of account due April 30. |

\$38225.49

| | |
|--|-------------|
| Of this sum of \$38225.49, it is believed more than \$31000.00 | |
| is due and collectable, | \$31,000.00 |
| Fuel on hand, | 23,827.93 |
| Shop stock on hand, | 9,345.57 |
| Add cash in Treasury and bills receivable above, | 59,177.58 |

| | |
|--------------------------------|--------------|
| Total assets, | \$123,351.08 |
| Deducting Fuel and Shop Stock, | 32,173.50 |

Available assets, \$91,177.58

**List of outstanding Debts and Liabilities of the Northern Railroad,
May 1, 1850, including bills payable and all other claims known to
exist against the Corporation.**

| | | |
|----------------------------|----------------|----------------------------|
| William Phelan, (trustee,) | \$693.69 | grading. |
| Nashua Iron Company, | 893.24 | stock. |
| Mechanicks Bank, | 931.00 & int., | land damage, N. R. R. |
| Mechanicks Bank, | 224.92 & int., | land damage, F. & B. R. R. |
| Wm. P. Willis, | 42.40 | } Grading. |
| B. F. Scribner & Co., | 8.38 | |
| Zenas Whittier, | 50.00 | |
| Tenbrook, Moss & Co., | 200.00 | |
| Shuler & Sammons, | 1000.00 | |
| Benjamin Bearse, | 450.00 | } Fencing. |
| Man, making stone wall, | 16.00 | |
| Abel Gerrish, | 35.00 | |

| | | |
|--------------------------------------|--------|---|
| J. Myers, | 50,00 | Depots. |
| Passumpsic R. R. Co., Freight Depot, | 200,00 | |
| James Pattee, | 189,55 | |
| E. P. Liscomb, | 61,53 | Bridging. |
| Dyer H. Young, | 80,87 | Engineering. |
| C. L. Buswell, | 30,51 | Rent. |
| James O. Buswell, | 60,00 | |
| Passumpsic R. R. Co., | 300,00 | |
| For Factory Property, Bristol, | 350,00 | |
| Joseph Bell & Co., | 20,00 | |
| Urinh Amsden, | 75,00 | |
| Moses French or H. Webster, | 10,00 | Land and Damages. |
| Town of Danbury, | 70,00 | |
| Wm. Emery, | 50,00 | |
| — Elliot, | 100,00 | |
| — Morgan, | 16,00 | |
| Heirs of Caleb Merrill, | 500,00 | |
| Advertising, | 60,00 | |
| Mail Expense, | 44,08 | |
| Bradley & Rice, | 25,00 | |
| A. Whitney & Sons, | 506,00 | |
| Boston and Lowell R. R., | 140,30 | Castings. |
| Clinton George, | 7,00 | Wheels. |
| B. F. Scribner & Co., | 64,56 | Vermont Central Stockholders. |
| Josiah Richnrdsn, | 55,49 | |
| Hiram Fellows, | 19,54 | |
| Lard Oil Factory, | 23,40 | Oil. |
| Amos French, | 17,52 | |
| D. C. Gookin, | 9,65 | |
| J. Stewart, | 6,12 | |
| Hadley, Jenness & Co., | 6,00 | |
| James M. Bean, | 16,13 | |
| R. Sargent, | 1,44 | |
| B. F. Scribner & Co., | 29,95 | |
| — Porter, | 16,00 | Freight Damages. |
| Storrs & Langdon, | 16,66 | |
| H. W. Rubler, | 20,00 | |
| S. S. Lench, | 14,00 | |
| H. White, | 6,40 | |
| Wm. Graves, | 12,00 | Woods burned by fire from [Locomotives.] |
| G. B. Porter, | 3,00 | |
| Stephen Jenness, | 8,00 | |
| — Hinkley, | 16,00 | Cnttle and Sheep injnred. |
| — Pevere, | 14,00 | |
| N. A. Davis, | 25,00 | |

\$7905,93

Mr. Knowles,
Miss Whitney,
Mr. Emery,
J. A. Gilmore & Co.,
Greggs, for right to use Frogs,
Office expense, Boston,
Directors, Treasnrer and Clerk,
Investigating Committee and expense,
Onslow Stearns,
J. C. Thompson, claims and snits,

Land damage, &c.

Besides the foregoing list, snndry claims for damage, losses, and snndry other items, have been presented at different times since the commencement of the Road, amounting to about \$1900,00, none of which have been settled or admitted as just claims.

**Semiannual Account of Materials in use and on hand, the Property of
the Northern Railroad Company.**

| ACCOUNT OF TOOLS USED IN REPAIRING THE ROAD. | Section No. 1. | Section No. 2. | Section No. 3. | Section No. 4. | Section No. 5. | Section No. 6. | Section No. 7. | Section No. 8. | Section No. 9. | Section No. 10. | Section No. 11. | Section No. 12. | Bristol Branch. | Total. |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------|
| Shovels, | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 5 | 3 | 3 | 43 |
| Snow Shovels, | 3 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | | 2 | 5 | 30 |
| Picks, | 2 | 3 | 2 | 3 | 2 | 3 | 1 | 1 | 3 | 3 | 3 | 2 | 3 | 31 |
| Claw Bars, | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Rane Bars, | 3 | 3 | 3 | 5 | 3 | 3 | 4 | 3 | 7 | 5 | 7 | 3 | 13 | 62 |
| Prying, & other Bars, | 1 | 3 | 4 | 3 | 2 | 2 | 2 | 1 | 3 | 3 | 3 | 2 | 2 | 31 |
| Adzes, | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 16 |
| Axes, | 1 | 2 | 2 | | 1 | 1 | | 1 | 1 | 1 | 1 | | 2 | 13 |
| Augers, | 1 | 2 | 2 | 2 | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | 2 | 17 |
| Hatchets, | 1 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 3 | 2 | 2 | 2 | 24 |
| Hand Saws, | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 13 |
| Wrenches, | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 17 |
| Spiking Hammers, | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 18 |
| Hand Hammers, | 1 | 1 | 1 | 2 | 1 | | 1 | 1 | 1 | 1 | | 1 | 1 | 12 |
| Cold Chisels, | 8 | 6 | 6 | 4 | 6 | 3 | 6 | 4 | 4 | 5 | 6 | 6 | 5 | 69 |
| Mortising Chisels, | 1 | 2 | 2 | | | | | | | | | | | 5 |
| Ice Chisels, | | | | | | 2 | 1 | | | 1 | | 1 | | 5 |
| Sledges, | 1 | 1 | | 1 | 1 | | | | | | 2 | 1 | 1 | 8 |
| Wood Saws, | 1 | | 1 | 1 | 1 | | | 1 | | | | 1 | 1 | 7 |
| Snow Ploughs, | 2 | 1 | 1 | 2 | 1 | 2 | 1 | 2 | 3 | | 2 | 1 | | 18 |
| Lanterns, | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 1 | 2 | 19 |
| Oil Cans, | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 16 |
| Oilers, | | 2 | 1 | 1 | | | 2 | 1 | 1 | | 1 | 1 | 2 | 12 |
| Guages, | 2 | 3 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 3 | 2 | 3 | 3 | 26 |
| Spirit Levels, | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 12 |
| Level Boards, | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 15 |
| Rails fit for use, | 5 | | | 25 | 2 | 2 | | 1 | | 4 | | 4 | 2 | 45 |
| Rails unfit for use, | 6 | 8 | 4 | 11 | | | 4 | 7 | 3 | 4 | | 6 | | 53 |
| Socket Chairs, | 5 | 1 | | 45 | 1 | 1 | 3 | 1 | | 4 | | 65 | | 126 |
| Plate Chairs, | 6 | 12 | | 15 | | 1 | | 6 | 4 | | | | | 44 |
| Lip Chairs, | 55 | 40 | | 42 | | 3 | 14 | 22 | 20 | 26 | 9 | 3 | | 231 |
| ½ Lip Chairs, | | 1 | | 5 | 3 | 42 | 6 | | | 15 | 6 | | | 78 |
| Long Spikes, | 75 | 40 | | 20 | 20 | 25 | 6 | 12 | | 50 | 1 csk. | 28 | | |
| Short Spikes, | 250 | 100 | | 250 | 150 | 72 | 154 | 1 | 1 | 1 | 1 | 1 | | |
| | | | | | | | | csk. | csk. | csk. | csk. | csk. | | |
| Chestnut Ties, | 375 | 12 | 200 | 108 | 81 | | | | | | | 5 | 160 | 941 |
| Ash Ties, | | | | 123 | 100 | 123 | 236 | 84 | | 5 | | | | 671 |
| Oak Ties, | 123 | | 200 | 10 | 14 | | | | | | | | 193 | 540 |
| Hemlock Ties, | | | | 823 | 361 | 111 | 50 | 362 | 16 | 10 | 150 | 12 | 850 | 2745 |
| Holed Fence Posts, | | 25 | 605 | 21 | | 51 | 125 | | | 52 | 6 | 19 | | 910 |
| Fence Posts, | 12 | 40 | 100 | 753 | 748 | 382 | 150 | 87 | | 130 | 40 | 229 | | 2671 |
| Fence Rails, | 25 | 50 | 150 | 118 | 64 | | 700 | 29 | 130 | | 2 | 11 | | 1279 |
| Fence Boards, | | | | | | | 400 | 669 | | | 50 | 17 | | 1136 |
| Sub Sills, | 100 | 12 | | | 46 | 30 | 45 | | 135 | 20 | 100 | 93 | | 581 |
| Switch Rods, Extra, | 2 | 2 | | 14 | | | | | 2 | | | 4 | | 24 |

One Drilling Machine, and Drills for Switches.

APRIL 30, 1850.

List of Tools used on Bridges.

| |
|---|
| 1 Bridge Turtle Car & Oiler. |
| 1 Crank Car. |
| 1 Cross Cut Saw. |
| 1 Narrow Saw. |
| 1 Wood Saw. |
| 1 Arch Clamp. |
| 1 Short Jointer. |
| 1 Jack Plane. |
| 4 Hand Saws, (2 of them poor.) |
| 2 Brooms. |
| 1 Monkey Wrench. |
| 1 Steel Framing Square. |
| 1 $\frac{3}{4}$ inch Auger Bit. |
| 4 Hatchets, (2 of them poor.) |
| 1 $\frac{1}{2}$ inch paring Chisel. |
| 1 $\frac{1}{2}$ inch framing Chisel. |
| 2 $\frac{3}{4}$ inch Augers. |
| 1 $\frac{1}{2}$ inch Auger. |
| 2 $1\frac{1}{4}$ inch Augers, (1 poor.) |
| 1 Nail Hammer. |
| 1 Spike Hammer. |
| 1 pair Jacks. |
| 3 Bars. |
| 5 large Wrenches, 75 lbs. |
| 100 feet $\frac{1}{2}$ inch Rope. |
| 20 feet $\frac{3}{4}$ inch Rope. |
| 280 1-16th inch Wire. |
| 1 Set Fall and Ropes—125 feet Rope. |
| 12 Brackets, for staging. |
| 22 Suspension Stage Rods, 100 lbs. |
| 8 Dogs, 12 lbs. |
| 3 (old) Axes. |
| 2 Chains, 25 lbs. |
| 1 Claw Bar, 4 lbs. |
| 75 lbs. Bridge Spikes. |
| 400 lbs. Bolts. |
| 15 lbs. Nuts. |
| 60 lbs. cast Washers. |
| 1 Pile Driving Machine and Rigging. |
| 10 Banks for Piles, 160 lbs. |

List of Bridge Timber on hand.

| | |
|---|---------------------------------------|
| <i>East Andover.</i> | |
| Inches. | |
| 4 pieces | 6 hy 8, and 8 feet long, 128 feet. |
| 1 " | 6 by 8, " 12 " " 48 " |
| 3 " | 8 hy 8, " 20 " " 320 " |
| 3 " | 6 by 8, " 20 " " 240 " |
| 16 " | 4 hy 8, " 20 " " 853 " |
| 4 " | 6 hy 10, " 34 " " 680 " |
| 4 " | 6 by 12, " 32 " " 768 " |
| 4 " | 6 by 12, " 41 " " 984 " |
| 10 " | 8 by 12, " 17 " " 1360 " |
| [These last are Floor Timbers, to be finished by Ruel Long, in place of timber that was condemned.] | |
| <i>Danbury.</i> | |
| 1 stick | 40 ft. long, 12 by 14 square, 560 ft. |
| <i>Grafton.</i> | |
| 1 stick | 40 ft. long, 12 by 14 square, 560 ft. |
| <i>Canaan.</i> | |
| 1 piece | 12 hy 12, and 9 ft. long—108 ft. |
| 1 " | 12 by 12, " 4 ft. " 48 ft. |
| 1 " | 7 hy 9, " 15 ft. " 79 ft. |
| 1 " | 6 by 12, " 17 ft. " 102 ft. |
| 1 " | 7 hy 9, " 18 ft. " 94 ft. |
| 1 " | 6 by 8, " 12 ft. " 48 ft. |
| 1 " | 8 by 10, " 10 ft. " 67 ft. |
| 1 " | 6 by 12, " 11 ft. " 66 ft. |
| 1 " | 6 by 8, " 13 ft. " 52 ft. |
| 1 " | 6 by 12, " 30 ft. " 180 ft. |
| 1 " | 6 by 12, " 34 ft. " 204 ft. |
| 1 " | 6 hy 12, " 40 ft. " 240 ft. |
| 1 " | 6 by 12, " 31 ft. " 186 ft. |
| 1 " | 6 by 12, " 30 ft. " 180 ft. |
| 1 " | 6 hy 12, " 34 ft. " 204 ft. |
| <i>Lebanon.</i> | |
| 2 pieces | 8 hy 11, and 17 ft. long. } Refuse. |
| 3 " | 6 hy 12, " 17 ft. " } |
| <i>Franklin.</i> | |
| Hemlock plank, 1628 feet. | |
| Square timber, 480 " | |
| Square Oak timber, 138 " | |
| Square Hemlock, 240 " | |
| Round Pine and Square, 1500 " | |

List of Tools, &c., belonging to the Northern Railroad Corporation, used in the construction of the Road.

| |
|--|
| 1 Derrick and Rigging at Canaan, stored in the Engine House. |
| 1 " " " at the Potter Ledges, in use. |
| 3 " at Shanty in Concord; Rigging stored in Engine House. |
| 1 " Car and Chains in use at the Hogback Cut, Andover. |

17 Gravel Cars.

11 " "

10 Stone Cars.

1 Screw Pump, stored in Engine House at Canaan.

Tools in use at Hogback Cut.

- 2 narrow gauge Grading Cars.
- 12 Shovels.
- 8 Picks.
- 2 Striking Hammers.
- 5 Bars.
- 1 Oil Can.

3 Hand Hammers.

1 Spiking Hammer.

27 Splitting Drills.

46 " Wedges.

2 Points and 2 Spoons.

3 new Wheel Barrows.

7 long Drills.

1 pair Tongs.

1 pair Smith Bellows.

1 Crab, with Gearing, and including heavy Rope and Chains.

Tools at West Lebanon, in Tool House.

- 18 Steel Drills, from 1 to 6 ft. long.
- 1 Steel Runner, 10 ft. 9 inch. long.
- 1 Iron Runner, 17 ft. 4 inch. long.
- 1 Iron Runner, 8 ft. 4 inch. long.
- 1 large Prying Bar.
- 4 small " Bars.
- 1 Pinch Bar.
- 2 Sledges.
- 1 Face Hammer.
- 1 Hand Hammer.
- 1 Striking Hammer.
- 2 Spoons.
- 3 pairs Tongs.
- 1 Chain, 10 ft. 4 inches in length.
- 1 " 7 ft. 6 " " "

Tools at Concord, stored over Machine Shop.

- Lot of Guys and Fall Ropes, belonging to Derricks.
- 4 Fencing Shovels.
- 2 Picks.
- 1 Spiking Hammer.
- 4 pairs Tongs.
- 6 Steel Drills, 2 feet in length.
- Lot of worn-out Shovels.

Rails.

Tools at Franklin, in Section House.

- 15 Picks.
- 5 new Shovels.
- 37 old "
- 5 Bars.

- 103 18feet Rails, fit to lay in Main Track, Concord.
- 45 Rails on various Sections, fit to lay in Main Track.
- 53 Rails on various Sections, not fit for Main Track.

MILES run by Trains, number of Passengers and tons Freight, and rate of speed of Trains, on Northern Railroad, during the year ending Nov. 1, 1849.

| | |
|--|-----------|
| Miles run by passenger trains, | 103.572 |
| Miles run by freight trains, | 78.904 |
| Miles run by other trains, | 14.565 |
| Total miles run, | 197.041 |
| Number of passengers carried in the cars, | 127.393 |
| Number of passengers carried in the cars one mile, | 4.959.929 |
| Number of tons merchandise carried in the cars, | 70.086 |
| Number of tons merchandise carried in the cars one mile, | 3.689.401 |
| Number of passengers carried one mile to and from other roads, | 2.949.052 |
| Number of tons merchandise carried one mile to and from other roads, | 2.540.939 |
| Rate of speed per hour, adopted for passenger trains, including stops, | 23 miles. |
| Rate of speed per hour, adopted for freight trains, including stops, | 12 miles. |

LIST OF TOWNS in New-Hampshire in which Stockholders in the Northern Railroad reside, and the number of Shares owned in each town by said Stockholders, Apr. 1st, 1850.

| TOWNS. | Stock-holders. | No. of Shares. | TOWNS. | Stock-holders. | No. of Shares. | TOWNS. | Stock-holders. | No. of Shares. |
|--------------|----------------|----------------|-----------------|----------------|----------------|----------------|----------------|----------------|
| Amherst, | 37 | 326 | Hanover, | 19 | 226 | New Ipswich, | 3 | 30 |
| Andover, | 28 | 131 | Hebron, | 3 | 6 | Northwood, | 3 | 20 |
| Amoskeag, | 1 | 7 | Hancock, | 2 | 24 | No. Wolfboro', | 1 | 4 |
| Alexandria, | 4 | 26 | Hill, | 16 | 51 | Nashville, | 43 | 420 |
| Barnstead, | 1 | 33 | Hillsborough, | 3 | 18 | Nashua, | 38 | 443 |
| Bedford, | 9 | 55 | Hopkinton, | 24 | 202 | Northfield, | 3 | 19 |
| Bradford, | 5 | 6 | Hampstead, | 5 | 56 | Orford, | 3 | 40 |
| Brentwood, | 4 | 63 | Hooksett, | 3 | 29 | Orange, | 1 | 2 |
| Bridgewater, | 4 | 5 | Henniker, | 16 | 103 | Pelham, | 16 | 49 |
| Bristol, | 23 | 111 | Haverhill, | 1 | 1 | Plainfield, | 3 | 19 |
| Boscawen, | 52 | 515 | Hollis, | 20 | 157 | Peterborough, | 8 | 106 |
| Brookline, | 11 | 111 | Hudson, | 21 | 121 | Poplin, | 3 | 31 |
| Charlestown, | 1 | 26 | Jaffrey, | 1 | 2 | Pembroke, | 9 | 86 |
| Canaan, | 11 | 149 | Lyndeborough, | 3 | 30 | Portsmouth, | 4 | 35 |
| Canterbury, | 13 | 175 | Londonderry, | 5 | 50 | Plymouth, | 1 | 5 |
| Chester, | 4 | 36 | Langdon, | 1 | 17 | Rollinsford, | 1 | 2 |
| Conecord, | 120 | 1408 | Lee, | 1 | 9 | Raymond, | 2 | 4 |
| Deerfield, | 1 | 5 | London, | 3 | 20 | Somersworth, | 1 | 3 |
| Deering, | 2 | 24 | Lebanon, | 74 | 834 | Sanbornton, | 8 | 44 |
| Danbury, | 4 | 43 | Litchfield, | 11 | 74 | Stratham, | 2 | 5 |
| Dover, | 4 | 249 | Lyme, | 2 | 77 | Salisbury, | 17 | 155 |
| Dunbarton, | 13 | 92 | Mount Vernon, | 1 | 6 | Sutton, | 1 | 5 |
| Enfield, | 30 | 313 | Meredith Br'ge, | 1 | 2 | Temple, | 2 | 18 |
| Exeter, | 10 | 59 | Mason, | 2 | 34 | Washington, | 3 | 45 |
| Epsom, | 1 | 10 | Milford, | 23 | 261 | Weare, | 11 | 73 |
| Fisherville, | 11 | 40 | Manchester, | 61 | 697 | Wilmot, | 2 | 18 |
| Franklin, | 63 | 932 | Merrimack, | 19 | 114 | Windham, | 2 | 5 |
| Francestown, | 9 | 106 | Milton, | 2 | 20 | Warner, | 7 | 60 |
| Gilmanton, | 1 | 2 | New Boston, | 15 | 52 | Wilton, | 12 | 84 |
| Grafton, | 20 | 86 | New London, | 4 | 37 | | | |
| Groton, | 1 | 24 | New Hampton, | 2 | 15 | | | |
| Greenland, | 1 | 3 | New Durham, | 1 | 5 | | | |
| Goffstown, | 9 | 67 | New Market, | 4 | 14 | | | |
| | | | | | | Totals, | 1087 | 10432 |

LIST OF STATES AND FOREIGN COUNTRIES in which Stockholders in the Northern Railroad reside—the number of Stockholders in each State and Country, and the number of Shares owned by said Stockholders, April 1st, 1850.

| States and Localities where Stockholders Reside. | No. of Stockholders. | No. of Shares. |
|--|----------------------|----------------|
| In the State of New-Hampshire, | 1,087 | 10,432 |
| In the State of Massachusetts, | 760 | 13,964 |
| In the State of Maine, | 19 | 266 |
| In the State of Vermont, | 3 | 179 |
| In the State of Rhode Island, | 2 | 147 |
| In the State of Connecticut, | 2 | 13 |
| In the State of New-York, | 7 | 36 |
| In the State of Pennsylvania, | 2 | 45 |
| In the State of New-Jersey, | 1 | 10 |
| In the State of Maryland, | 1 | 10 |
| In the State of Georgia, | 1 | 18 |
| In the District of Columbia, | 1 | 16 |
| In the Republic of Mexico, | 1 | 10 |
| In the Province of Nova Scotia, | 1 | 54 |
| In the Republic of France, | 1 | 10 |
| Residence not given, | 315 | 2,474 |
| Totals, | 2,204 | 27,684 |

Comparative Statement of the Boston and Providence, Boston and Maine, Old Colony, Fitchburg and Northern Railroads, prepared by Onslow Stearns, Esq., at the request of the Investigating Committee of the Northern Railroad.

| BOSTON & PROVIDENCE. | | | | BOSTON & MAINE. | | | | NORTHERN. | | | | OLD COLONY. | | | | FITCHBURG. | | | |
|----------------------|--|---|--|---|--|--|---|---|--|---|--|---|---|---|---|------------------|---|--------------|-------------------------|
| No. of Officers. | SERVICE. | Amount Paid. | Per annum or otherwise. | No. of Officers. | SERVICE. | Amount Paid. | Per annum or otherwise. | No. of Officers. | SERVICE. | Amount Paid. | Per annum or otherwise. | No. of Officers. | SERVICE. | Amount Paid. | Per annum or otherwise. | No. of Officers. | SERVICE. | Amount Paid. | Per annum or otherwise. |
| 1 | President, | \$2000.00 | per annum. | 1 | President, | \$2000.00 | per annum. | 1 | President, | \$1200.00 | per annum. | 1 | President, | \$1500.00 | per annum. | 1 | President, | \$1500.00 | per annum. |
| 1 | Superintendent, | 3000.00 | per annum. | 1 | Superintendent, | 2000.00 | per annum. | 1 | Superintendent, | 2000.00 | per annum. | 1 | Superintendent, | 1800.00 | per annum. | 3 | Treasurer, Clerk and Asst Clerk, | 2620.00 | per annum. |
| 1 | Treasurer, | 1500.00 | per annum. | 1 | Treasurer, | 1500.00 | per annum. | 2 | Treasurer and Clerk, | 1800.00 | per annum. | 2 | Treasurer and Clerk, | 1400.00 | per annum. | 1 | Superintendent's Clerk, | 700.00 | per annum. |
| 1 | Treasurer's Clerk, | 700.00 | per annum. | 1 | Treasurer's Clerk, | 1000.00 | per annum. | 1 | Superintendent's Clerk, | 475.00 | per annum. | 1 | Supt. Transportation, Boston, | 700.00 | per annum. | 1 | Assistant Superintendent Trains, | 655.00 | per annum. |
| 1 | Superintendent's Clerk, | 360.00 | per annum. | 2 | Superintendent's Clerks, | 500.00 | per annum. | 1 | Superintendent Transportation, | 1000.00 | per annum. | 1 | Ticket Clerk, | 600.00 | per annum. | 2 | Ticket Clerks, | 825.00 | per annum. |
| 1 | Supt. Transportation, Boston, | 1500.00 | per annum. | 1 | Supt. Transportation, Boston, | 900.00 | per annum. | 1 | Superintendent Transportation, | 410.92 | per annum. | 3 | Station Baggage Masters, | 414.62 | per annum. | 11 | Clerks Transportation Depot, | 442.27 | per annum. |
| 1 | Supt. Transportation, Providence, | 1000.00 | per annum. | 1 | Station Agent, | 1000.00 | per annum. | 1 | Ticket Agent, | 500.00 | per annum. | 4 | Freight Clerks, | 1.00 | per diem. | 46 | Laborers, | 312.22 | per annum. |
| 2 | Ticket Clerks, | 600.00 | per annum. | 24 | Ticket Clerks, | 396.66 | per annum. | 2 | Watchmen, | 1.16 | per diem. | 10 | Laborers, | 1.00 | per diem. | 30 | Way Agents, | 313.00 | per annum. |
| 3 | Station Baggage Masters, | 527.91 | per annum. | 4 | Station Baggage Men, | 1.10 | per diem. | 13 | { Way Agents who load & unload } { sell tickets, & handle baggage, Laborers on wood; wood is saved | 360.84 | per annum. | 5 | Watchmen, | 262.81 | per annum. | 7 | Assistant Agents and Laborers, | 313.00 | per annum. |
| 25 | Laborers, Freight Depot, | 1.09 | per diem. | 45 | Freight Clerks, | 1.09 | per diem. | 7 | Laborers on wood, wood is saved | .96 | per diem. | 15 | Laborers on Wood, | 1.06 | per diem. | 13 | Woodmen, | 90 | per diem. |
| 2 | Night Watchmen, | 1.00 | per diem. | 12 | Night Watchmen, | 1.00 | per diem. | 3 | Switchmen, | 1.16 | per diem. | 4 | Gate and Flag Men, | 1.00 | per diem. | 7 | Gate and Draw-Tenders, | 312.00 | per annum. |
| 9 | Way Agents, | .38 | per diem. | 1 | Way Agent, | 800.00 | per annum. | 7 | Conductors, | 517.14 | per annum. | 17 | Brakemen, | 1.12 $\frac{1}{2}$ | per diem. | 8 | Conductors, | 475.00 | per annum. |
| 16 | Laborers on Wood and Water, | 377.77 | per annum. | 6 | Switchmen, | 1.04 | per diem. | 7 | Conductors, | 1.00 | per diem. | 11 | Brakemen, | 2.25 | per diem. | 17 | Brakemen, | 360.00 | per annum. |
| 13 | Gate and Flag Men, | 260.00 | per annum. | 10 | Conductors, | 564.00 | per annum. | 9 | Enginemen, | 627.77 | per annum. | 9 | Enginemen, | 563.33 | per annum. | 8 | Enginemen, | 660.00 | per annum. |
| 8 | Conductors, | 539.00 | per annum. | 11 | Brakemen, | 1.00 | per diem. | 9 | Enginemen, | 1.06 | per diem. | 1 | Supt. Machine Shop, | 1200.00 | per annum. | 13 | Firemen, | 580.00 | per annum. |
| 12 | Brakemen, | 1.00 | per diem. | 18 | Enginemen, | .98 | per diem. | 1 | { Mechanics in Wood } { and Iron Work, } Wood Agent, | 1.63 | per diem. | 31 | { Mechanics in Wood } { and Iron Work, } Supt. Machine Shop, | .75 to 2.31 | per diem. | 2 | Supts. Machine and Wood Shop, | 950.00 | per annum. |
| 10 | Enginemen, | 648.25 | per annum. | 14 | Firemen, | 1.63 | per diem. | 1 | Wood Agent, | 1000.00 | per annum. | 1 | Supt. and Engineer Road Repairs, | 626.00 | per annum. | 44 | { Mechanics in Wood and } Iron, Painters, &c., } | 1.49 | per diem. |
| 10 | Firemen, | 1.00 | per diem. | 74 | { Mechanics in Wood } { and Iron Work, } Supt. Machine Shop, | 1.00 | per annum. | 2 | Supts. Road Repairs, | 780.00 | per annum. | 8 | Superintendent's Road Repairs, | 1.50 | per diem. | 16 | Switchmen, | 312.00 | per annum. |
| 1 | Superintendent, Machine Shop, | 1500.00 | per annum. | 1 | Wood Agent, | 1000.00 | per annum. | 1 | Supt. and Engineer Road Repairs, | 1000.00 | per annum. | 1 | Superintendent Road Repairs, | 137 $\frac{1}{2}$ | per diem. | 6 | Baggage Masters, | 390.00 | per annum. |
| 31 | { Mechanics in Wood } { and Iron Work, } Supt. Machine Shop, | 1.25 to 2.00 | per diem. | 2 | Supts. Road Repairs, | 402.44 | per annum. | 1 | Carpenter, | 1.50 | per diem. | 1 | Superintendent Road Repairs, | 1.75 | per diem. | 4 | { Track Repairs and } Section Masters, | 1.10 | per diem. |
| 5 | Superintendent's Road Repairs, | 540.00 | per annum. | 4 | Train Baggage Masters, | 1.10 | per diem. | 13 | Foremen on Repairs, | 1.27 | per diem. | 36 | Laborers, Road Repairs, | .85 to 1.25 | per diem. | 36 | Laborers, Road Repairs, | .85 to 1.25 | per diem. |
| 4 | Carpenters, | 1.25 | per diem. | 26 | Laborers, | 1.05 | per diem. | 28 | Laborers, | 1.00 | per diem. | 36 | Laborers, Road Repairs, | .85 to 1.25 | per diem. | 36 | Laborers, Road Repairs, | .85 to 1.25 | per diem. |
| 1 | Fruit Agent, | 40.00 | per month. | 14 | Miscellaneous Laborers, | 1.05 | per diem. | 140 | Length of Road and Branches, Maximum grade per mile, Length of straight line, Total degrees of curvature, Total rise and fall, Length of maximum grade, Number of Locomotives, Total miles run with trains, Passenger earnings, Freight earnings, Expenses, Net earnings, | 79 $\frac{1}{2}$ miles. 47 $\frac{1}{2}$ feet. 53 $\frac{1}{2}$ miles. 1988 $\frac{1}{2}$ feet. 1498 feet. 7 $\frac{1}{2}$ miles. 24 354.753 \$332.161.02 \$179.466.87 \$511.627.89 \$264.534.58 \$247.093.31 | 82 miles. 50 feet. 50 $\frac{1}{2}$ miles. 4327 $\frac{1}{2}$ feet. 1576 feet. 18 miles. 11 195.216 \$157.893.39 \$42.799.76 \$250.819.55 \$79.376.35 \$171.473.20 \$286.573.83 \$119.292.19 \$167.280.64 | 45 miles. 39 $\frac{1}{2}$ feet. 36 miles. 1025 $\frac{1}{2}$ feet. 653 $\frac{1}{2}$ feet. 3 $\frac{1}{2}$ miles. 14 234.918 \$184.669.50 \$90.397.08 \$275.066.58 \$167.436.71 \$107.627.87 | The Northern Road furnishes cars and conductors on 157 miles of road, and assumes all risk, making an expense for wear and tear, oil, and repairs of cars equal a road 157 miles in length. | The Old Colony Road furnishes cars, engines and all expenses on 14 $\frac{1}{2}$ miles of Branch Roads, exclusive of the above. | The Fitchburg Road furnishes cars, engines and all expenses on 19 $\frac{1}{2}$ miles of Branch Roads not included above. | | | | |
| 202 | Length of Road and Branches, Maximum grade per mile, Length of straight line, Total degrees of curvature, Total rise and fall, Length of maximum grade, Number of Locomotives, Total miles run with trains, Passenger earnings, Freight earnings, Expenses, Net earnings, | 47 $\frac{1}{2}$ miles. 37 $\frac{1}{2}$ feet. 40 miles. 562 $\frac{1}{2}$ feet. 503 $\frac{1}{2}$ feet. 5 miles. 18 243.090 \$231.262.66 \$123.112.77 \$354.375.43 \$183.361.81 \$171.013.62 | 82 miles. 50 feet. 50 $\frac{1}{2}$ miles. 4327 $\frac{1}{2}$ feet. 1576 feet. 18 miles. 11 195.216 \$157.893.39 \$42.799.76 \$250.819.55 \$79.376.35 \$171.473.20 \$286.573.83 \$119.292.19 \$167.280.64 | 45 miles. 39 $\frac{1}{2}$ feet. 36 miles. 1025 $\frac{1}{2}$ feet. 653 $\frac{1}{2}$ feet. 3 $\frac{1}{2}$ miles. 14 234.918 \$184.669.50 \$90.397.08 \$275.066.58 \$167.436.71 \$107.627.87 | Cost per mile run, Income per mile run, Income per man employed, Ratio of expense of working road to income, is Average cost of all persons employed per day, Number of men per mile, | 75.48 $\frac{1}{2}$ 145.78 1754.33 51.75 1.36 $\frac{1}{2}$ 4 $\frac{1}{2}$ | Cost per mile run, Income per mile run, Income per man employed, Ratio of expense of working road to income, is Average cost of all persons employed per day, Number men per mile, | 71.37 $\frac{1}{2}$ 117.04 1261.77 60.85 139 $\frac{1}{2}$ 3 $\frac{1}{2}$ | Cost per mile run, Income per mile run, Income per man employed, Ratio of expense of working road to income, is Average cost of all persons employed per day, Number men per mile, | 70.23 $\frac{1}{2}$ 141.73 1638.07 49.56 1.35 $\frac{1}{2}$ 4 | | | | | | | | | |

It will be seen that the average price paid per day, including all, is higher on the Northern than on either of the other Roads—which it will be seen is not one half as large in proportion to length, as on either of the other Roads, while the income per mile run and per man employed is larger than on either of the other Roads, and the ratio of expense to income is smaller.